

State of Connecticut

PUBLIC DOCUMENT

1899

47th Annual Report

OF THE

RAILROAD COMMISSIONERS

OF THE

State of Connecticut

TO WHICH ARE ADDED

STATISTICAL TABLES

COMPILED FROM THE

Annual Returns of the Steam Railroad Companies of the
State for the Year Ending June 30, and of the
Street Railway Companies for the
Same Period.

PRINTED BY ORDER OF THE LEGISLATURE

Hartford Press

THE CASE, LOCKWOOD & BRAINARD COMPANY

1899

Railroad Commissioners

WASHINGTON F. WILLCOX

WM. O. SEYMOUR

ORSAMUS R. FYLER

REPORT

To His Excellency, GEORGE E. LOUNSBURY,

Governor of Connecticut:

The Forty-seventh Annual Report of the Board of Railroad Commissioners for the year 1899, giving the reports of the operations of the steam and street railroad companies for the year ending June 30, 1899, with the statistical tables compiled therefrom, is herewith submitted. The general revival of business is apparent in the increased earnings of the railroad companies for the past year, amounting to the gross sum of \$38,663,732.27, a sum never before equaled, being \$1,169,987.17 in excess of the earnings of the previous year. The passenger earnings are credited with \$512,082.59 of this increase, and the freight earnings with \$635,529.29 of the amount. The number of operating roads in the State is reduced to four, the New York, New Haven & Hartford Railroad, which, at the beginning of the year, absorbed the New England Railroad by lease, and the Shepaug, Litchfield & Northern by merger, the Central New England Railway, which is the successor of the Philadelphia, Reading & New England Railroad Company, the Grand Trunk Railroad, which now operates the New London Northern Railroad under lease, and the South Manchester Railroad. The extension of the Norwich & Worcester Railroad from Allyn's Point, in the town of Ledyard, along the east bank of the Thames River to an intersection with the Stonington division of the New York, New Haven & Hartford Railroad in the town of Groton, the construction of which was in progress at the time of our last report, was completed, inspected, approved, and opened for business June 2, 1899. The

construction of the Tariffville branch of the Hartford & Connecticut Western Railroad, extending from Tariffville to a connection with the Boston & Albany Railroad, near the city of Springfield, was commenced January 28, 1899, and is now completed, and the track laid, except a few hundred feet in the town of Granby, across a certain piece of land which the Hartford & Connecticut Western Railroad Company not being able to procure by purchase, is now seeking to condemn, pending which proceedings in the Superior Court, certain legal questions have arisen, which are likely to be carried to the Supreme Court for determination. Except for this delay the extension would be completed and opened for business at this time. Work has recently been commenced on the abolition of the grade crossings in the city of Bridgeport, authorized by a special act passed by the General Assembly in 1895, which has heretofore been prevented by certain legal proceedings. That portion of the work to be undertaken now extends from Fairfield Avenue, on the west, to South Avenue, leading to the steamboat wharf, on the east. The plan contemplates the elevation of the tracks sufficiently to permit the streets to pass underneath. Preliminary to this the present tracks are to be removed into Railroad Avenue and Water Street on the north side of the railroad, over which the traffic of the road is to pass while the work is in progress.

PROCEEDINGS OF THE BOARD.

BRIDGEPORT.

The Mayor and Common Council of the city of Bridgeport brought a petition December 6, 1898, asking that the gates at Seaview Avenue in East Bridgeport be operated twenty-four hours each and every day in the year. The petition was brought subsequent to an accident which occurred at said crossing during the hours when the gateman was not required to operate the gates. After hearing the parties with their evidence and viewing the premises we were of the opinion that owing to the proximity of the fire engine house and the obstruction to the view of trains approaching from the west, public safety required in this particular instance that the gates should be operated from 6.30 A. M.

to 12 o'clock midnight on each weekday, and from 3 o'clock P. M. until 12 o'clock midnight on Sundays, and an order was made to this effect.

GROTON.

The Selectmen of the town of Groton, on the 25th day of August, 1898, presented a petition claiming that the construction of the extension of the Norwich & Worcester Railroad from Allyn's Point to a junction with the Stonington division in the said town of Groton, was substantially parallel with and in such close proximity to a highway in said town of Groton, known as the "River Road," as to endanger public travel upon the same, and asking us to inquire into the matter and make such order in the premises as public safety should require. On the 18th day of October, 1898, the Norwich & Worcester Railroad Company also presented its petition asking our approval of the location of the extension of its road from a point in the town of Ledyard to a connection with the railroad of the New York, New Haven & Hartford Company in the town of Groton, the plans of which location showed certain proposed changes in the "River Road," so called, referred to us in the petition of the Selectmen of the town of Groton. As both petitions, in part, referred to the same matter, it was decided to hear both at the same time. After several prolonged and interesting hearings upon the subject, we ordered such changes to be made in the location of the said highway as in our judgment would make it reasonably safe for public travel and restore it to its former state of usefulness. The order requiring these changes and approving the location of said extension was issued January 5, 1899.

On June 2, 1899, after having made a careful examination of the Groton extension of the Norwich & Worcester Railroad, we issued a certificate that in our opinion the same was in a suitable and safe condition for public travel.

STAFFORD.

On July 5, 1898, the selectmen of the town of Stafford presented a petition asking for the elimination of a certain grade crossing in said town where the highway leading from Stafford

Springs to West Stafford crosses the tracks of the New London Northern Railroad. The receivers of the Central Vermont Railroad Company under and by virtue of the appointment of the Circuit Court of the United States for the District of Vermont, and of the ancillary appointment of the Circuit Court of the United States for the District of Connecticut, claimed, in a plea to the jurisdiction and in abatement, that the railroad of the said Central Vermont Railroad Company is in the possession and custody of the Honorable Courts aforesaid, and that the said receivers are operating said railroad only as the agents and officers of said courts, and that for the reasons aforesaid they are not subject to the orders of the Board of Railroad Commissioners in the premises. Also that even though said Board of Railroad Commissioners would have jurisdiction in the premises if leave had duly been obtained from said courts for permission to bring said application, yet that such leave had never been applied for nor granted. Wherefore, the receivers claimed that the Board was without jurisdiction to grant the relief prayed for in the said application as against them, the said receivers, and asked that the application be dismissed as against them.

The New London Northern Railroad Company also entered a plea in abatement, claiming that on October 17, 1891, under the statutes and laws of the State of Connecticut, it leased its railroad, premises, property, rights, franchises, and privileges to the Central Vermont Railroad Company for the period of ninety-nine years from the first day of December, 1891; that according to the provisions of said lease, the said lessee covenanted and agreed to comply with all valid laws, orders, and regulations made by legal authority relating to the demised property; that said lease is still in force and that the said railroad and property are not now in its possession or under its control, but are in the possession and under the control of the receivers of the said lessee; that the said railroad is the road of said lessee within the meaning of the statute under which this application is brought; and that the said New London Northern Railroad Company is not subject to the orders of the Board in the premises. Wherefore, the New London Northern Railroad Company asked that said application be dismissed as against it.

We found that the New London Northern Railroad Company was organized May 31, 1860, under the laws of the States of Connecticut and Massachusetts, and afterwards was operated under such organization, and on December 1, 1891, was leased by the Central Vermont Railroad Company for the term of ninety-nine years.

The last-named company was placed in the hands of receivers by an order and judgment of the United States Circuit Court prior to bringing the pending petition, and is still in the hands of such receivers.

The Central Vermont Railroad Company is a foreign corporation, and no part of its railroad extends into this State.

The second objection raised by plea in abatement alleges that the New London Northern Railroad is leased to the Central Vermont Railroad Company with all of its property and franchises, etc., for the term of ninety-nine years, which lease provides that the lessee is to conform to all laws, orders, and regulations which may be made respecting said leased property, etc.

The facts that the New London Northern Railroad Company made such lease to the Central Vermont Railroad Company, and that said railroad is in the hands of receivers does not, in our opinion, relieve the former railroad company from the obligations imposed by the statute under which this petition is brought.

The purpose of this statute is to remove grade crossings of highways over railroads, which endanger life, and which the courts have declared to be public nuisances. We believe it to be our duty whenever it is reasonable to carry into effect the purpose of this statute upon an application made by the selectmen, which places a portion of the expense of making the change upon the town, which in itself is an indication that the alteration is required for the protection of the inhabitants of that locality from the danger incident to such crossing, unless there is some serious obstacle standing in the way of such improvement.

We are of the opinion that a railroad company is not relieved of the obligation imposed by this statute, by leasing its railroad, as in this case, and if such construction should be put upon the statute, it is doubtful, in our opinion, if the law could be enforced

against such foreign corporation, not owning any railroad located wholly or partly in this State.

We, therefore, overruled the plea to our jurisdiction, and the plea in abatement, and on the 12th day of June, 1899, we issued an order to the New London Northern Railroad Company, directing that said highway, together with its approaches, be changed so that instead of crossing at grade as at present, said highway shall be carried under the tracks of said railroad immediately south of and parallel with the present crossing.

NEW HAVEN.

The city of New Haven presented its petition, dated February 25, 1899, asking that flagmen and gatemen be kept on duty at all times at the various crossings of the Northampton division within the limits of the city of New Haven.

On the 23d day of October, 1897, we held a hearing concerning these crossings, when the parties were fully heard, the crossings carefully examined, and an order was by us made at that time which we then thought would afford reasonable protection to the public at said crossings, and after a full and fair hearing of this second petition we failed to find any such material change in the conditions surrounding said crossings as would warrant us in so soon changing our former order. On the 13th day of March, 1899, the city of New Haven again presented its petition asking that the speed of all trains on the Northampton division be restricted to ten miles an hour while crossing Shelton Avenue in said city. The railroad company waived its right to a public hearing upon the question and expressed its willingness to comply with such requirements as the Commissioners might consider necessary for public safety. We, therefore, issued an order limiting the rate of speed to twenty-five miles an hour while crossing said Shelton Avenue.

HARTFORD.

On the 17th day of April, 1899, the city of Hartford, by its Board of Street Commissioners, presented its petition asking for the extension of Sigourney Street across the tracks of the Central New England Railway Company, and establishing by its layout

such grade for the bridge to be constructed to carry said street over said railway as would necessitate the depression of the tracks of said railway under said bridge. The respondent, the Central New England Railway Company, presented the following motion for dismissal:

IN THE MATTER OF THE PROPOSED EXTENSION OF SIGOURNEY STREET IN HARTFORD.	}	THE HONORABLE RAILROAD COMMISSIONERS, April 26, 1899.
---	---	---

MOTION TO DISMISS THE PROCEEDINGS.

The Central New England Railway Company, which is made a respondent in these proceedings, hereby moves that these proceedings be dismissed for the following reasons:

The application shows upon its face that no highway has been yet "constructed," "laid out," or "ordered to be laid out" across the tracks of the Central New England Railway Company at the place designated, and that up to this time the city of Hartford only "proposes" to lay out said highway, and therefore that this application is premature, and this Honorable Board is without jurisdiction in the premises.

We therefore ask that these proceedings be dismissed.

Hartford, April 28, 1899.

THE CENTRAL NEW ENGLAND
RAILWAY COMPANY,

by GROSS, HYDE & SHIPMAN,
Its Attorneys.

The first question raised in this case by the pleadings relates to the authority of this Board to hear the petition for the alleged reason that the proposed extension of Sigourney Street has not been legally laid out or ordered to be laid out as required under the provisions of chapter 70, Statutes of 1897.

The last resolution of the Court of Common Council and the one upon which this petition is based is in some respects different from the first one upon which the former application was brought.

The Court of Common Council, which has the authority under its charter, after the report of the Street Commissioners, to lay out and establish new streets, etc., has at a legal meeting voted "that it will lay out, open, and establish a new street or highway, etc."

The charter of the city of Hartford provides "that a resolution proposing the layout of a street shall be referred to the Street Commissioners before any vote is taken thereon, and a report from them, approving or disapproving, with their reasons in writing." The Common Council may reject the resolution or proceed in the following manner: the Street Commissioners shall assess land damages, etc., and when these are deter-

mined they are to report to the Council the entire cost of the proposed street, and the latter may then pass or reject the resolution."

It is clearly the purpose, in requiring these preliminary steps to be taken, that the Common Council shall be informed of the entire cost of the construction of such street before they decide to approve or reject the resolution, and no street can be legally laid out until such resolution is adopted by the Council. *Carson vs. City of Hartford*, 48 Conn., 68.

It follows, therefore, that the extension of Sigourney Street across the railroad of the respondent company is not legally laid out as a public street.

The respondent has for that reason filed a motion to dismiss the application, claiming that this Board has not jurisdiction to make any order in the premises until the street is laid out or ordered to be laid out.

General Statutes, Sec. 3481, in part is as follows: "When a new highway or a new portion of a highway shall hereafter be constructed across a railroad, such highway or portion of highway shall pass over or under the railroad, as the Railroad Commissioners shall direct. The railroad company operating such railroad shall construct such crossing to the approval of the Railroad Commissioners."

The Statutes of 1897, chapter 70, provide: "When a highway or portion of a highway has been or shall be laid out or ordered to be laid out across a railroad, and the Railroad Commissioners shall direct such highway to be carried over the railroad they shall determine the length, width, and material of the bridge over the railroad before the damages that may be occasioned to any person by the taking of land for such highway are finally assessed, etc."

The first question to be considered is, whether a street or highway must be laid out or ordered to be laid out before this Board can, upon an application for that purpose, acquire jurisdiction to determine the manner in which the street shall cross a railroad, and if above the roadbed, then the kind of structure, material, etc.

Upon the submission of additional arguments by counsel and further consideration, we have come to the conclusion that it was not the intention of the Legislature, respecting the statutes referred to, that a street or highway must be laid out before this Board should have authority to determine whether a street should cross over or under the railroad, and if over the track, then the character and dimensions of the bridge to be constructed.

One of the important questions to be considered upon an application to lay out a public street or highway is the cost of its construction, and is ordinarily to be ascertained before it can be determined whether the proposed highway will be of common convenience and necessity.

Sec. 2713. The Statutes of this State provide "That when the selectmen of a town refuse to lay out any necessary highway, etc., any person may prefer an application to the Superior Court, and, unless the parties shall agree as to the judgment to be rendered, such application shall be heard by a committee of three disinterested persons, to be appointed by the Court. If such committee shall find such highway will be of common convenience and necessity, they shall survey and lay out the same."

Evidence as to the cost of a highway or street is always pertinent before such committee as to the question of "common convenience and necessity."

In the case of *Smith vs. Town of New Haven*, 59 Conn., 203, which was an application to the Superior Court for the laying out of a highway across the track of Shore Line Railroad. The committee appointed to consider such application made its report to said Court, in which they found that common convenience and necessity required the crossing asked for. Against the acceptance of this report the defendant remonstrated, the principal grounds of which were that the report failed to show whether the highway laid out was to pass over or under the railroad, and that the committee had found the proposed highway to be of common convenience and necessity, and had assessed damages and benefits before ascertaining whether the proposed crossing was to pass over or under the railroad, and before ascertaining what the expense would be.

The Court found that after filing the report the Railroad Commissioners had directed the crossing to be carried over the railroad and had determined the dimensions and material of the bridge to be constructed. The Court directed the report to be recommitted to the committee for a further hearing and final assessment of damages, and to report whether, notwithstanding such action of the Railroad Commissioners, common convenience and necessity demanded the highway which had been laid out and surveyed by the committee.

The claim was made by the defendant that the Railroad Commissioners could not direct whether the highway should pass over or under the railroad until the highway had been legally laid out by the acceptance of the committee's report.

The Court held in the last named case "that it could find nothing in the language of the Act (1883, Sec. 3482), which is substantially the same as the Act of 1897, chap. 70, requiring the layout of the highway to be fully completed, and the report of the committee accepted before the Railroad Commissioners may direct whether the crossing shall be made over or under the railroad, and that under Section 3481 it is competent for the Railroad Commissioners to give that necessary information and direction before the committee makes its report."

It is immaterial to a railroad company whether the Railroad Commissioners hear and decide the question as to the manner of extending a highway across its road before or after such highway is laid out, but it may be of vital importance to the applicant, in order that it may ascertain the cost of the proposed road, and whether common convenience and necessity requires its construction, in view of the expense of an over or under crossing, and it would seem reasonable that the Street Commissioners of the city of Hartford should be able to report to the City Council the kind of bridge required over Sigourney Street, its dimensions and cost, before the City Council be called upon to lay out an extension of this street in order that they may have full knowledge before they act.

We are therefore of the opinion that this Board has jurisdiction of the application, in the present stage of the proceedings relating to an extension of Sigourney Street, and deny the motion to dismiss it.

The applicant claims that it will be necessary to depress the respondent's roadbed several feet in order to extend Sigourney Street over said railroad, it being conceded that an under crossing is impracticable.

The respondent contends that this Board has not the authority to require it to depress its roadbed for the purpose of enabling the applicant to extend said street across its railroad.

It is claimed and not denied that it is impracticable to construct a highway bridge over the railroad at its present grade at the height required for the safe and convenient passing of trains under such bridge.

The question is an important one to the public as well as to railroad companies, and this is the first time it has been raised under the General Statutes in this State.

The Statutes require "that when any new highway or a new portion of a highway shall hereafter be constructed across a railroad, such highway shall pass over or under the railroad, as the Railroad Commissioners shall direct."

It is probable that other similar cases will arise, especially in or near cities, and if the statute does not confer the power upon the Railroad Commissioners to depress the railroad, the construction or extension of new streets in such cases will be prohibited, unless the consent of the railroad company can be obtained.

It was not the purpose of the Legislature by this statute to prevent the construction of new streets or highways across railroads, by requiring them to pass over or under a railroad when it was impracticable to do this unless its roadbed should be raised or depressed.

Its prime object was to avoid the danger incident to grade crossings.

The statute, Sec. 3481, contains this provision: "Such highway or portion of highway shall pass over or under the railroad, as the Railroad Commissioners shall direct."

We are of the opinion that it was the intention of the Legislature to authorize the Railroad Commissioners to direct a railroad company to depress its road or to do whatever is reasonable and necessary to enable a city or town to extend a street or highway over or under it which common convenience and necessity demands.

"Statutes are to be construed according to the intention of the makers, if these can be obtained with reasonable certainty, although such construction may seem contrary to the ordinary meaning of the letter of the statute." Sedgwick on Statute Law, 312.

On the 17th day of July, 1899, we made a finding directing that Sigourney Street be extended over the tracks of the Central New England Railway Company, determining the length, width, and material of said bridge and its height above said tracks, requiring the tracks to be depressed sufficiently to give the clearance required by the statute.

On the 21st day of April, 1899, the Mayor and Common Council of the city of Hartford again presented its petition ask-

ing that a watchman be maintained during the night at the crossing of Avon Street in said city by the tracks of the New York, New Haven & Hartford Railroad Company. On the 28th day of April, 1899, the petitioners were heard, the crossing was visited, and examined, and it was ordered that the gate already erected on both sides of the tracks of the Hartford and Highland divisions of said road at said Avon Street be operated from 6 A. M. until 10 P. M. daily.

STERLING.

The Selectmen of the town of Sterling presented their petition March 25, 1899, asking us to authorize the New York, New Haven & Hartford Railroad Company to construct, maintain, and operate a side-track at grade across the Norwich turnpike or highway for the purpose of connecting the tracks of said company with the quarries and stone-crushing plant of the Oneco Granite Company, in said town of Sterling. On the 6th day of April we heard the parties, visited the crossing, and granted the petition, with the usual restriction as to speed and the maintenance of a flagman at said crossing when used for switching purposes.

WALLINGFORD.

The Warden and Burgesses of the borough of Wallingford presented their petition on the 29th of August, 1899, asking that gates be ordered by us at the point where Ward Street in said borough crosses the tracks of the New York, New Haven & Hartford Railroad Company. The petition was heard September 18th, and the gates were ordered and required to be operated from 6.30 A. M. to 8 P. M. daily, Sundays excepted.

PLAINVILLE.

On the 19th day of July, 1899, the Selectmen of the town of Plainville presented their petition for an extension of the time during which the gates at Main Street in said town shall be operated. On the 4th day of September the petitioners were heard, and our former order amended, requiring the gates now to be operated from 6 A. M. to 10 P. M.

WINDSOR.

The Selectmen of the town of Windsor presented to us their petition dated May 19, 1899, asking for the removal of the grade crossing at the north end of Broad Street in said Windsor. A hearing upon the petition was held June 19th, and continued until September 11th, when it was finally heard, and on September 26th an order was made that the mode of crossing the tracks of the New York, New Haven & Hartford Railroad Company by the highway in the town of Windsor, known as Broad Street, together with the approaches to said crossing, be changed, so that instead of crossing at grade, as at present, said highway shall be carried under the tracks of said railroad at a point about 250 feet northerly of the present crossing.

NAUGATUCK.

On August 18, 1899, the Warden and Burgesses of the borough of Naugatuck presented a petition for the discontinuance of whistling between Ward's crossing and Bridge Street crossing in said borough. The petition was heard on the 12th day of September, and an order granting the petition was issued September 26th.

THOMPSON.

The Selectmen of the town of Thompson brought a petition for an electric bell or a flagman at a point where the highway leading from Grosvenordale village to Putnam crosses the tracks of the Norwich division of the New York, New Haven & Hartford Railroad Company. This petition was heard October 11th, and an order was issued October 18th directing the New York, New Haven & Hartford Railroad Company to erect, maintain, and operate an electric bell at said crossing.

NEW BRITAIN.

The Mayor and Common Council of the city of New Britain presented to us a petition for gates where the tracks of the Highland division of the New York, New Haven & Hartford Railroad

Company are crossed by Washington, High, and North Stanley Streets in said city. Upon request, and by consent of the parties, without a public hearing, an order was issued October 25, 1899, establishing gates at the aforesaid streets.

WATERBURY.

The petition of the Mayor and Aldermen of the city of Waterbury for gates at West Main and Porter Streets in said city, was presented to us on the 12th day of October, 1899. We met to hear the petition October 25th, when, without a public hearing, the parties agreed that gates should be ordered where West Main Street crosses the tracks of the Naugatuck division of the New York, New Haven & Hartford Railroad Company, and that an electric bell be ordered where Porter Street crosses the tracks of the Highland division of the same company. Accordingly, an order to this effect was issued October 30, 1899.

ROCKY HILL.

Upon the application of the James H. Cooke Company, with the consent of the New York, New Haven & Hartford Railroad Company, permission was given the former company to erect and maintain a bridge over the tracks of the Valley branch of said railroad company, about one-quarter of a mile north of Rocky Hill station, said bridge to be 22 feet in the clear over said tracks, and 12 feet wide at the top, to be built and maintained to the satisfaction and acceptance of said railroad company, upon condition that the said James H. Cooke Company agrees to forever release all its rights to three private grade crossings over the tracks of said railroad company in the vicinity of said proposed overhead crossing.

BRIDGEPORT.

ABOLITION OF GRADE CROSSINGS.

Under the provisions of a special act of the General Assembly of this State, passed at its session of 1895, entitled an "Act Providing for the Abolition of Grade Crossings in Bridgeport,"

the Railroad Commissioners are authorized and directed to make all orders in relation to the temporary use, occupation, or closing of any street in the city of Bridgeport, which said Commissioners may deem necessary and proper for the due execution of the purposes of said special act. Upon being notified by the New York, New Haven & Hartford Railroad Company that it now contemplated undertaking so much of the work provided for in said act as lies between Fairfield Avenue and South Avenue in said city, and whereas we deem it necessary and proper for the due execution of said work that so much of Railroad Avenue as lies north of the present tracks of said company between Fairfield Avenue, on the west, and Main Street on the east, should be temporarily used, occupied, and closed; also that so much of Water Street as lies northerly of said tracks between Main Street on the west and South Avenue on the east, should also be temporarily used, occupied, and closed, except where Railroad Avenue and Water Street are crossed by intersecting streets, and that these intersecting streets should be crossed by the temporary tracks of said company over which the traffic of the company must pass during the progress of such work, we issued an order to this effect December 8, 1899, as by said order more fully appears. Said streets to remain closed only so long as the prosecution of said work shall require, or as we may further direct.

DISCONTINUANCE OF CATTLE-GUARDS.

Upon an application of the New York, New Haven & Hartford Railroad Company, representing that the proper operation of its railroad and the safety and convenience of the public make it unnecessary to construct and maintain cattle-guards at certain points on the Highland division of said company named in said application, we examined each of said points and issued, on May 31, 1899, the order required by statute where such allegations are found true.

TRANSPORTATION OF EXPLOSIVES.

In accordance with the provisions of an act concerning the transportation of explosives by steam railroads, approved March

15, 1899, we prescribed and issued the following regulations on April 12, 1899:

STATE OF CONNECTICUT.

OFFICE OF THE RAILROAD COMMISSIONERS,
HARTFORD, April 12, 1899.

REGULATIONS PRESCRIBED BY THE BOARD OF RAILROAD COMMISSIONERS OF CONNECTICUT, IN ACCORDANCE WITH AN ACT CONCERNING TRANSPORTATION OF EXPLOSIVES BY STEAM RAILROADS, APPROVED MARCH 15, 1899.

1. Nitro-glycerine shall under no circumstances be transported by any steam railroad.

2. Pulverized gun-cotton in a compressed form and in a moist state and all dry explosive powders, commonly known as high explosives, as dualin, giant powder, rend-rock, dynamite, etc., made in part of nitro-glycerine, may be transported by steam railroad companies upon freight trains only, in wooden cases holding not exceeding one hundred (100) pounds, nor less than five (5) pounds of explosives; provided, that such explosives are packed in dry sawdust, as follows: When in bulk such explosives shall be surrounded on all sides with at least three (3) inches of dry sawdust between the powder and the inside surface of the case. When in cartridges, each cartridge shall be surrounded on all sides with dry sawdust, and all interstices between such cartridges, and a space of at least one inch between the outer side of such cartridges and the inside surface of the case, shall be filled with dry sawdust. Each of such cases shall be plainly marked, on at least three (3) of its sides with the names of its contents, and "Explosive — Dangerous," so as to be readily seen by those who are to handle it.

3. All explosives of the fulminate class may be transported on trains not used for the carriage of passengers, in wooden, water-tight kegs, in a wet state; provided, that such water-tight kegs are placed in wooden packages filled in with sawdust, which shall be marked in the method prescribed in the case of dry explosives in the foregoing rule, Number 2.

4. Large percussion caps or exploders, or other substances, the explosion of which by fire will explode the powders referred to in the foregoing rules, shall in no case be transported in the same railroad car with such powders.

W. F. WILLCOX,
WM. O. SEYMOUR,
O. R. FYLER,
Railroad Commissioners.

SUNDAY TRAINS.

The statute prohibiting absolutely the running of trains on Sunday between the hours of 10.30 A. M. and 3 P. M., which has been in force since 1887, was modified by the last General As-

sembly, by empowering the Railroad Commissioners, on application made to them on the ground of public necessity to authorize the running on any railroad of any train or trains carrying the United States mail, or any other trains, between ten o'clock and thirty minutes in the forenoon, and three o'clock in the afternoon on Sunday. Under the provisions of this statute application has been made to us, on the ground of public necessity and convenience, for permission to run regular passenger trains, carrying the United States mail, leaving New York and Boston at 10.03 A. M. on Sunday, with connecting trains over both the Shore Line and Hartford divisions, and the application was granted. Several special trains have also been asked for on similar grounds, and have been granted. No applications for running additional freight trains during these hours have been made.

The foregoing cases comprise the most important matters pertaining to the steam roads brought to the attention of the Commissioners during the past year.

ACCIDENTS.

PASSENGERS.

Of the 50,269,468 passengers carried by the steam roads only 8 have been injured, compared with 12 for the previous year, none of whom have been killed. Four were injured in collisions, one by derailment, two by trains running into an open switch, and one from cause not definitely stated.

EMPLOYES.

Of the 28,211 employes 185 have been injured, 10 more than last year. Of this number, 29 were killed. These injuries were classified in the report as follows: Trainmen, 118; switchmen, watchmen, and flagmen, 20; other employes, 47. The number of trainmen killed was 15, as against 21 last year, with 103 injured,

and 4 switchmen, watchmen, and flagmen were killed and 16 injured. Ten other employes were killed and 37 injured. Thirty-two of the trainmen were injured coupling or uncoupling cars, 9 less from this cause than last year; 26 were injured falling from trains or engines, as compared with 43 for the previous year; 6 were struck by overhead structures, 4 were injured at stations, 16 from collisions, 3 from derailment, 3 from other train accidents, and 28 from various other causes. Of the switchmen, 5 were injured coupling or uncoupling engines or cars, and 2 other employes in same manner.

TRESPASSERS.

The injuries to trespassers upon the track, otherwise known as track walkers, for the past year have been 117, compared with 154 for the previous year. Of this number, 71 were killed, 26 less than for the previous year. The fatalities resulting from this dangerous practice have for many years exceeded those arising from all other sources, including the employes, whose occupation is considered especially hazardous. The accidents at highway crossings, for the elimination of which thousands of dollars are annually expended, are trivial in number compared with those arising from this source. A careful analysis of the individual reports of these casualties shows that the victims are by no means confined to the class denominated tramps. The short cut on the railroad track from the factory to the home induces many of both sexes to place themselves in a perilous position with sometimes fatal consequences. The casualties resulting from this practice from 1893 to 1899 have been as follows:

	Injured.	Killed.
1893.	163	85
1894.	175	74
1895.	150	78
1896.	165	95
1897.	156	89
1898.	154	97
1899.	117	71
Totals,	1,080	589

The foregoing list shows the total casualties for the past seven years to be 1,080, of which number 589 were killed.

NON-TRESPASSERS.

Outside of those denominated as passengers, employes, and trespassers are those classed as non-trespassers, and of those so classed 17 have been injured, 7 fatally.

HIGHWAY CROSSINGS.

The number injured at highway crossings was 17, 8 less than last year, of which number 9 resulted fatally. The number of highway crossings at grade within the State is 998, 9 less than last year, of which number 172 are protected by gates, flagmen, or electric bells. The number of highway crossings passing under the track is 258, and the number passing over the track is 223. The reports for the past year show one crossing less in Andover, Hampton, Meriden, Middletown, North Canaan, Vernon, Washington, Windham, and Ledyard, and two each in Southbury and Waterbury, while one more crossing is reported in Bethel, Bristol, Newington, and Norwich than heretofore reported, probably resulting from previous incorrect reports, showing a net reduction of 9 in the total number at grade.

AUTOMATIC COUPLERS AND POWER BRAKES.

It will be remembered that on March 2, 1893, Congress passed what is known as the safety appliance act, requiring all common carriers engaged in interstate commerce to have all engines and cars moving interstate traffic equipped with automatic couplers and power brakes on or before January 1, 1898. In December, 1897, it being apparent that the changes in the equipment of the companies required by the provisions of this act were not being made rapidly enough to enable them to comply with its provisions on the date named, the time for compliance with the act was extended until January 1, 1900. On December 6, 1899, numerous railroad companies having applied to the Interstate Commerce Commission for a further extension of time, until January 1, 1901, a hearing upon such application was held at the office of the Commission in Washington, at which it was stated that in June, 1899, 211,268 freight cars out of 2,268,000 engaged in interstate commerce were not equipped with safety appliances.

Since that time the number had probably been reduced to between 150,000 and 175,000.. It was claimed that if the enforcement of the law was insisted upon on Jan. 1, 1900, it would result in the withdrawal of about 150,000 or 170,000 freight cars from interstate traffic, which would inflict serious injury to the business interests of the country. The opinion was universally expressed that no further extension of time than the year now asked for will be necessary or will be requested. We understand the New York, New Haven & Hartford Railroad Company was able to comply with the requirements of the law on January 1, 1900, as far as its own equipment was concerned, but not desiring its traffic reduced by the withdrawal of the unequipped cars belonging to other companies, it joined them in asking for the extension. The time has been extended by the Commission until August 1, 1900.

FINANCIAL STATEMENT.

CAPITAL STOCK.

The total capital stock of all the companies reporting to us was on June 30, 1899, \$103,063,695.88, an increase of \$3,630,275.00 for the year. The stock of the Boston & New York Air Line has been increased \$2,975.00, the Hartford & Connecticut Western \$300.00, the New York, New Haven & Hartford \$7,008,200.00, the Ridgefield & New York \$10,000.00, making a total increase of \$7,021,475.00. There has been a decrease on the Housatonic and Shore Line companies of \$3,491,200.00, these companies having been merged with the New York, New Haven & Hartford Company. It will also be remembered that the Middletown, Meriden and Waterbury Railroad has been re-organized during the year with a capital of \$100,000. The capital stock issued per mile of road owned is \$67,554.18.

FUNDED DEBT.

The New York, New Haven & Hartford Railroad Company has decreased its funded debt \$1,061,000.00, the Central New England \$2,200,000.00, the New Haven & Northampton \$1,300,000.00. The \$3,000,000.00 of the Housatonic also disappears. The total funded debt of all the companies reporting to us is \$39,199,000.00, including the mortgage debt of the New York & New England, which is an underlying lien upon the property of the New England Company. The funded debt per mile of road is \$26,801.09.

CURRENT LIABILITIES.

The current liabilities of the companies show a net increase of \$2,299,138.48 and now amount to \$8,002,023.36, being \$5,471.13 per mile of road. This increase has been in the New York, New Haven & Hartford, the New London Northern, Norwich & Worcester, and Hartford & Connecticut Western Companies, amounting to \$3,385,030.88. A decrease appears in the Central New England, New England, and South Manchester companies, while that reported last year by the Shepaug, Litchfield & Northern disappears this year on account of merger with the New York, New Haven & Hartford Railroad; a total decrease of \$1,085,892.40.

GROSS EARNINGS.

The gross earnings of the companies have been \$38,663,732.27, an increase of \$1,169,987.17. Passenger earnings were \$18,855,705.57, an increase of \$512,082.59, amounting to \$8,091.01 per mile of road operated. The freight earnings have been \$19,372,082.26, an increase of \$635,529.29, being \$8,312.63 per mile of road operated.

OPERATING EXPENSES.

The operating expenses of the year were \$26,669,115.65, an increase of \$403,341.04, constituting 68.97 per cent. of the gross earnings.

NET EARNINGS.

The net earnings have been \$11,994,616.62, being \$766,646.13 more than for the previous year.

TAXES.

The sum of \$2,247,348.14 has been paid for taxes, of which amount the New York, New Haven & Hartford Railroad and its leased lines paid \$2,171,167.14. The total taxes paid were 5.81 per cent. of the gross earnings, and 18.73 per cent. of the net earnings. The amount of taxes paid to the State of Connecticut was \$965,502.92.

DIVIDENDS.

The total amount of dividends paid by all the companies was \$5,157,802. The amount of capital stock upon which dividends have been paid is \$71,401,200. The amount upon which no dividends have been paid is \$31,662,495.88.

PASSENGERS CARRIED AND PASSENGER REVENUE.

The number of passengers carried during the year has been 50,269,468, an increase of 434,020 over the number carried last year. The average length of each passenger trip has been 17.47 miles, an increase of 0.18 miles over that of the previous year. The passenger revenue has been \$15,896,923.77, being 31.62 cents per passenger in comparison with 31.15 cents for the previous year. The average receipts per passenger mile was 0.01809. Passenger earnings per mile of road were \$8,091.01, an increase of \$161.89. Passenger earnings per train mile were \$1.35857.

FREIGHT CARRIED AND FREIGHT REVENUE.

The number of tons of freight carried during the year has been 15,891,642, a decrease of 101,042 tons. These figures showing a decrease in the tons of freight carried this year as compared with the tons carried the previous year are, however, misleading, owing to the consolidation of the management of the New England Railroad and the Shepaug, Litchfield & Northern Railroad, with that of the New York, New Haven & Hartford Railroad.

Previous to this unification of the management of these roads a ton of freight shipped from Litchfield to Boston, for instance, passing over the Shepaug, Litchfield & Northern Railroad to Hawleyville, thence by the New York, New Haven & Hartford Railroad to Willimantic, thence by the New England Railroad to Boston, was reported as one ton of freight carried by each of the three separate roads over which it passed, thus appearing in the aggregate report as three tons of freight carried. Now, under the unified management of these three railroads, a ton of freight, originating at the same point, and passing over precisely the same route to the same destination, is reported as one ton of freight carried by the New York, New Haven & Hartford Railroad, instead of being reported three times as under the former arrangement. The same conditions apply to the number of passengers carried, given in the foregoing statement. The average haul was 74.51 miles, a decrease of 6.91 miles. The total freight revenue was \$18,729,241.80, compared with \$18,079,454.56 for the previous year, an increase of \$649,787.24. The average amount received for each ton of freight was \$1.17856, being \$0.05 more than last year. Average receipts per ton per mile were 13 cents and 9 mills. Freight earnings per mile of road were \$8,312.63, an increase of \$213.66. Freight earnings per train mile were \$2,83536.

TRAIN MILEAGE.

The mileage of passenger trains was 13,836,683 miles, 429,278 more than for the previous year. Freight trains ran 6,705,491 miles, 173,938 miles less than last year. The miscellaneous mileage was 5,335,504, a decrease of 580,689 miles. The total mileage of all trains was 25,877,678, being 325,349 miles less than last year.

PROPERTY ACCOUNTS.

The property accounts of all the companies amount to \$174,688,387.44, a decrease of \$1,040,481.79. The amount is made up of the following items: Cost of roads, \$118,221,031.36; cost of equipment, \$10,679,968.53; bonds and stocks, \$12,073,155.11; other permanent investments, \$14,467,145.20; cash and current assets, \$7,440,603.30; other assets, \$11,806,483.94. The average

Errata. Page 24, line twenty from top: "Average receipts per ton per mile were 13 cents and 9 mills," should read *1 cent and 4 mills.*

cost of road is \$80,761.54. The equipment averages \$4,582.81 per mile of road operated.

LENGTH OF ROADS.

The length of main line and branches in the State is 1013.35 miles, an increase of 5.10 miles, due to the extension of the Norwich & Worcester Railroad from Allyn's Point to Groton. The length of the second track is 248.55 miles, and the length of the third and fourth tracks is 42.44 miles, both the same as last year, making 1,346.78 miles of single track in main line and branches. There are also 472.43 miles of sidings, an increase of 8.91 miles, making a total of 1,819.21 miles of track in the State, an increase of 14.01 miles.

EARNINGS AND EXPENSES PER MILE OPERATED.

The number of miles of road operated was 2,330.44, and the gross earnings per mile operated were \$16,590.74, an increase of \$383.88. The operating expenses per mile operated were \$11,443.81, being \$90.30 per mile more than last year. The net earnings were \$5,146.93 per mile, being \$250.36 per mile more than for the previous year.

EARNINGS AND EXPENSES PER MILE RUN.

The gross earnings per mile run were \$1.86679, and the operating expenses per mile run were \$1.28766, making the net earnings per mile run \$0.57913.

MAINTENANCE OF WAY AND STRUCTURES.

The sum of \$5,180,941.62 has been expended for the maintenance of way and structures, being \$262,604.54 more than for the previous year, amounting to \$2,223.16 per mile operated and 20 cents per mile run.

MAINTENANCE OF EQUIPMENT.

The sum of \$4,201,109.94 has been expended in the maintenance of equipment, of which sum \$292,439.03 is for the repairs and renewal of marine equipment, leaving \$3,908,670.91 the amount expended for the repairs and renewals of railroad equipment proper.

CONDITION OF THE ROADS.

This report for the year ending June 30, 1899, comprises the operations of the four following roads, whose mileage in detail is as follows:

The New York, New Haven & Hartford Railroad.

First track,	.	.	.	.	.	2,017.59	miles
Second track,	.	.	.	.	.	649.76	"
Third track,	.	.	.	.	.	75.65	"
Fourth track,	.	.	.	.	.	73.72	"
Trackage rights,	.	.	.	.	.	67.10	"
Sidings,	.	.	.	.	.	1,102.54	"
Total, all tracks,	.	.	.	.	.	3,986.36	"

The Central New England Railway.

First track,	.	.	.	.	.	179.75	miles.
Second track,	.	.	.	.	.	4.60	"
Trackage rights,	.	.	.	.	.	1.25	"
Sidings,	.	.	.	.	.	42.60	"
Total, all tracks,	.	.	.	.	.	228.20	"

The New London Northern Railroad, Operated by the Grand Trunk Railroad.

First track,	.	.	.	.	.	121.00	miles
Sidings,	.	.	.	.	.	39.02	"
Total, all tracks,	.	.	.	.	.	160.02	"

The South Manchester Railroad.

First track,	.	.	.	.	.	2.25	miles
Sidings,	.	.	.	.	.	2.41	"
Total, all tracks,	.	.	.	.	.	4.66	"
Grand total of all single tracks of all roads,						4,379.29	"

The summary of the results of the operations of these four roads for the year ending June 30, 1899, is as follows:

Gross earnings,	.	.	.	.	.	\$38,663,732.27
Operating expenses,	.	.	.	.	.	26,669,115.65

*The New London Northern Railroad owns and operate 121 miles, but all computations are made on the basis of 100 miles, that being the mileage from New London, Conn., to Miller's Falls, Mass., which is the length of road represented by capital stock.

Net earnings,	\$11,994,616.62
Expended for maintenance of way and structures,	5,180,941.62
Expended for maintenance of equipment,	4,201,109.94
Number of new ties,	1,345,437
Tons of new steel rails,	34,533.03
Total number of employes, including officers,	28,211
Compensation of same,	\$16,607,227.52
Number employed in maintenance of way and structures,	6,862
Amount paid for their services,	\$3,065,902.63

The gross earnings are \$1,169,987.17 in excess of the earnings of the preceding year, the operating expenses are \$403,341.04 more than for the previous year, and the net earnings are \$766,-646.13 greater than those of the past year. The operating expenses are 68.97 per cent. of the gross earnings, and the amount expended for maintenance of way and structures is 19.3 per cent. of the total operating expenses, being \$1,178.63 per mile of single track and sidings. The number of new ties laid per mile of single track, including sidings, has been about 312, and 34,533 tons of new steel rails have been placed in the track, which is nearly the quantity laid last year. There has been an increase of 1,427 in the number of employes, about four-fifths of which increase is in the maintenance and transportation departments. The total number employed in the maintenance of way and structures has been 24.32 per cent. of the total number of employes.

NEW YORK, NEW HAVEN & HARTFORD RAILROAD.

WESTERN DISTRICT.

New York Division.

No important changes have been made in the physical condition of this division during the past year, outside of the work incident to the maintenance of the track and structures in their usual superior condition. A new freight depot has been erected at Glenbrook, additional sidings have been laid at Sound Beach and Southport, and about 40,000 new ties have been placed in that portion of the track in Connecticut. A new pier is also being built in the bridge over the Cos Cob River. It is now supposed that the legal complications connected with the Bridgeport

improvement have been solved by the courts, unless some new questions are raised, and the work upon the same has again been resumed, to be continued, it is hoped, without interruption until it is completed. With the immense traffic of the road passing at grade over twenty-seven highway crossings within the city, the situation has become extremely dangerous, to say nothing of the inadequate depot accommodations at that important station.

Hartford Division.

This division, which heretofore comprised the main line from New Haven to Springfield, together with the New Britain, Middletown, and Suffield branches, now includes, under its efficient management, the Valley branch from Hartford to Saybrook and the newly-organized Middletown, Meriden & Waterbury Railroad, extending from Middletown to Waterbury. The last named line, which had not been operated since May 30, 1896, needed and has received a large amount of work during the past season to place the track and bridges in proper and safe condition for operation. Much new timber has been placed in the bridges, and the track has been almost entirely re-tied. Trains now run from Middletown over the track of the Middletown branch to Westfield, thence by the track of the Meriden road to Waterbury, that portion of the line from Westfield to Cromwell not being operated for passenger business. A new freight depot has been erected at North Haven, and the freight yards at Suffield, Hartford, and Wallingford have been enlarged and extended.

Air Line Division.

About 3,000 feet of the Quinnipiac trestle has been filled with cinders, thus reducing the length of the structure to be maintained about one-half. All of the iron bridges between New Haven and Middletown have been rebuilt and made sufficiently strong for the heaviest traffic. A new bridge has also been erected on the line near Willimantic and at the crossing over the Blackledge River, and the bridges at East Hampton are also to be rebuilt. The Rapallo and Lyman viaducts have both been repainted and refloored. During the past summer the double

track has been extended about one-half mile near Cobalt. About 5 miles of steel rails weighing 74 pounds per yard have been laid in place of lighter rails.

New London Division.

During the past year the entire track of this division has been relaid with new steel rails weighing 100 pounds per yard. A new passenger station building has been erected at Grove Beach. At New London a new dock and warehouse have been erected for interchanging freight between the cars and steamboats for transportation to and from New York via Long Island Sound.

Naugatuck Division.

The station grounds at Beacon Falls have been enlarged, the tracks rearranged and extended, a new freight depot building erected, and the passenger station building remodeled, and the interior of the same finished in an attractive manner. About 17 miles of steel rails have been laid, weighing 74 pounds per yard, making the renewal of the track complete between Waterbury and Winsted. The track and bridges of the division are in excellent condition.

Northampton Division.

About 60,000 ties have been placed in the track of this division during the past year, 7 miles have been thoroughly ballasted with a superior quality of ballast, and 17 miles of the track in Connecticut have been laid with steel rails weighing 74 pounds per yard. The track of the New Hartford branch is also to be laid with steel rails taken from the main line. Several of the bridges on the main line have been strengthened by placing additional girders under each rail, and several others are to be similarly strengthened. The track and bridges of the main line and the New Hartford branch are in good condition.

Berkshire Division.

About 35 miles of steel rails weighing 74 pounds per yard have been laid in the track of the main line of this division, mostly distributed north of Brookfield junction, and a large portion of

the track has been ballasted and put in excellent condition. The track and bridges of the New Haven & Derby and the Botsford branches are in good condition.

Danbury Division.

The track and bridges of this division and its branches have been maintained in good condition during the past year. A new passenger station building has been erected at Bethel in place of the one recently burned.

Highland Division.

This division, which has not heretofore appeared in our annual report, comprises that portion of the New England Railroad extending from Fishkill landing on the Hudson River to Willimantic, together with the Springfield, Melrose, and Rockville branches. The track of this division has been maintained in good condition, superior to that of any former period of its history. The bridges have also been repaired wherever needed and are in satisfactory condition. No new work except the extension of some abutments under the third rail track between New Britain and Bristol has been undertaken during the past year. The elimination of the Main Street grade crossing in Bristol, ordered by us March 2, 1891, is now in progress, the work upon the same having been recently begun. The track and bridges of the Springfield, Melrose, and Rockville branches are in good condition.

EASTERN DISTRICT.

Midland Division.

The track and bridges of this division, extending from Willimantic to Webster, are in good condition, the roadbed having been put in more uniform shape than formerly by the use of a road machine, or scraper, attached to a freight car devised for that purpose. A new freight and passenger station building is to be erected at Chaplin. About 32,706 new ties have been placed in the track during the past season.

Central Division.

New small station buildings have been erected at Scotland and Versailles. About 400 new ties per mile have been placed in the track during the past season, a considerable amount of ballasting has been done, and the shoulders of the embankments have been widened and made of uniform distance outside of each rail. The old wooden bridges which have been in service since the first construction of this line are well sustained by supports underneath and thus kept in a safe condition.

Norwich Division.

The track of this division has been improved during the past season by placing 26,000 new ties under the same, ballasting thoroughly about 10 miles, extending the length of several sidings, and putting the whole line in better surface than heretofore, a result which was expected to follow the large renewal of rails which was made last year. Two new iron bridges have been erected, one near Taftville, consisting of three spans of about 92 feet each, with plate girders about 9 feet deep, in place of a wooden truss bridge, and another short span plate girder bridge just north of the tunnel in place of a wooden stringer bridge. A new brick passenger station building of liberal proportions and excellent design, with platform sheds at each end, is being erected at Jewett City on the line of this road; also one of similar design in the city of Norwich near the site of the old station. The track of the Groton extension shows some tendency to settlement since being opened for business, as might be expected, but it is being carefully maintained in proper line and surface.

Stonington Division.

Only about 17 miles of this division is within the State of Connecticut, namely, that portion from New London to Westerly, R. I. During the past season the track of this entire division has been laid with new steel rails weighing 100 pounds per yard, and is to be lifted, ballasted, and resurfaced. The trestle at the west end of the Thames River bridge has been partially filled with cinders and is to be converted into a solid embankment, and a portion of the trestle across Winthrop's Cove has been refloored.

SUMMARY OF THE OPERATIONS OF THE NEW YORK, NEW HAVEN & HARTFORD RAILROAD SYSTEM FOR THE YEAR ENDING JUNE 30, 1899.

The gross earnings for the year have been \$37,143,917.07, being \$6,821,179.52 more than for the preceding year, which increase is accounted for, in part, by the accession of the New England and the Shepaug, Litchfield & Northern Railroads. There has been an increase of \$4,299,991.87 in the freight earnings, an increase of \$2,483,161.55 in the passenger earnings, and an increase of \$38,026.10 in other earnings. For the first time in the history of this road its freight earnings exceed its passenger earnings by more than \$2,000,000.00. The operating expenses have been \$25,581,256.29, being \$4,689,570.40 more than for the previous year, and constituting 68.90 per cent. of the gross earnings. The net earnings are \$11,562,660.78, which are \$2,131,609.12 more than last year. The amount expended for maintenance of way and structures has been \$4,968,590.74 being \$1,123,102.66 more than the amount expended for the same purpose last year, and amounts to \$1,267.73 per mile of single track and sidings, being 19.42 per cent. of the total operating expenses. The number of new ties placed in the track has been 1,247,724, being 319 ties per mile of single track and sidings, and the number of tons of steel rails laid has been 33,110. The cost of the maintenance of equipment has been \$4,082,365.22, and the sum of \$749,418.05 has been charged to operating expenses for equipment, consisting of 500 coal cars, 2 tugs, 3 car floats, electric motors and cars, and 3 wrecking derricks, and other additional freight and passenger equipment. The whole number of employes, including officers, is 26,617, being 5,131 more than for the previous year, to whom the sum of \$16,025,484.14 has been paid for services rendered. The number employed in the maintenance of way and structures has been 6,379, to whom \$2,929,343.75 has been paid as compensation for work done.

THE CENTRAL NEW ENGLAND RAILWAY.

This company is the successor of the Philadelphia, Reading & New England Railroad Company, having received the property of that company from the hands of the receiver on the 23d

day of January, 1899. On the 28th day of January, 1899, as previously stated, the construction of a branch from Tariffville to Springfield was commenced, the grading of which is now about completed, and the track laid upon the same, except over a section in the town of Granby, concerning which certain legal questions have arisen which are now before the court for solution. Five new iron bridges have been contracted for on the main line, one at Cherry Brook, one to take the place of a Howe truss bridge just east of Winsted, two over the Mad River west of Winsted, and one over the Blackberry River in Canaan. The entire track of the main line is now composed of steel rails weighing 80 pounds per yard, the renewal, which has been in progress for several years, was completed this autumn, and in consequence the track is now in better condition than ever before. The gross earnings for the year have been \$677,206.56, the operating expenses were \$471,940.29, and the net earnings were \$205,266.27, showing a reduction in gross earnings of \$4,404.27, an increase in the operating expenses of \$3,858.62, with a reduction of \$8,262.89 in the net earnings. The amount expended in the maintenance of way and structures is \$117,322.35, being \$7,528.17 in excess of the amount expended for this purpose last year, and amounts to \$516.95 per mile of single track and sidings, and constitutes 24.86 per cent. of the total operating expenses. The number of new ties placed in the track has been 59,570, being 323 ties per mile of single track. The number of employes, including officers, is 605, to whom \$293,697.61 has been paid for their services. The number employed in the maintenance of way and structures has been 225, who have received for their services the sum of \$85,346.70.

NEW LONDON NORTHERN RAILROAD.

Operated by the Grand Trunk Railroad

The new steel rails, which now extend from New London to Norwich, are to be extended this fall two miles north of Norwich. A spur track, $2\frac{3}{4}$ miles in length, extending from Montville station to the village of Montville, has been constructed to receive and deliver freight from and to the various manufactories near which the track has been located. Work has been begun upon

the elimination of a grade crossing north of the village of Stafford Springs which was ordered to be removed by us upon the application of the town of Stafford. Several of the short Howe truss bridges on the line which need renewing are soon to be rebuilt either in iron or wood. The track and bridges generally are in good order.

The gross earnings for the year have been \$829,470.23, which is \$9,061.53 less than for the previous year. The operating expenses have been \$603,165.46, being \$256.97 less than last year, and constituting 72.71 per cent. of the gross earnings. The net earnings have been \$226,304.77, being \$8,804.56 less than for the previous year. The amount expended for the maintenance of way and structures has been \$91,352.88, being \$913.52 per mile of single track operated, and is 15 per cent. of the total operating expenses. The number of new ties placed in the track has been 36,648, being 366 ties per mile, and the number of tons of new steel rails laid has been 608. The number of employes, including officers, is 543, whose yearly compensation amounts to \$279,811.52, of whom 132 have been employed in the maintenance of way and structures, who have received \$49,412.43 for their services.

SOUTH MANCHESTER RAILROAD.

The track and equipment of this road have been maintained in good condition. The gross earnings for the past year have been \$13,138.41, the passenger earnings being \$4,223.73, and the freight earnings \$8,914.68, a decrease in the receipts of the year of \$246.12. The operating expenses were \$12,753.61, being \$2,065.48 more than for the previous year, showing the net income from the operation of the road to be \$384.80. The amount expended for the maintenance of way and structures has been \$3,675.65, which is \$1,137.11 more than the amount expended for the same purpose last year. The number of new ties placed in the track has been 1,495. The number of employes and officers has been 13, and their compensation has been \$8,234.25, of which number 3 have been employed in the maintenance of way, receiving for their services \$1,799.75.

RIDGEFIELD & NEW YORK RAILROAD.

The charter and amendments thereto of this company were extended to the fourth day of July, 1903, by the last General Assembly, and the company was authorized and empowered to use and employ electric power in the operation and equipment of its road.

STREET RAILWAYS.

Since our last report the Waterbury Traction Company of Waterbury and the Central Railway and Electric Company of New Britain have passed under the control of the Connecticut Lighting & Power Company, which is now operating them. The same company has also recently purchased the control of the Norwalk Street Railway Company, which it is now operating. The Fair Haven & Westville Railroad Company has obtained control of the New Haven Street Railway Company, which has become a part of its important system, which by this accession becomes the second largest system in mileage within the State. The Hartford & West Hartford Horse Railroad Company has passed into the hands of receivers, who claim to be unable to furnish any report of its operations during the past year. The Milford Street Railway Company and the Meriden, Southington & Compounce Tramway Company have been opened for business during the year, presenting their first report this year. As there was a serious lack of uniformity in the methods of street railway accounting throughout the country, each company adopting its own system, differing in many respects from the methods of other companies, thus rendering it difficult to make intelligent comparisons between the operations of the various companies, or to obtain reliable information concerning their financial condition and earning capacity, the National Convention of Railroad Commissioners in 1897 appointed a committee to prepare a system of classification of the construction, equipment, and operating expenses of street railways, and to present the same to a future convention for its consideration and adoption, empowering such com-

mittee to secure the co-operation and assistance of such expert railway accountants as might be necessary in the prosecution of its work. Such a system was prepared, with the assistance of the steam and street railway accountants' associations, and presented to the National Convention of Railroad Commissioners held in August last, in the city of Denver, by which it was unanimously adopted, having previously been adopted by the American Street Railway Accountants' Association. This system is printed in the appendix to this report, and has been prescribed by us for the use of the street railways of this State from and after June 30, 1900.

An indication of the important service rendered the people of the State by the street railways is afforded by the fact that though only 416 miles in length and located wholly within the limits of the State, they have carried during the year 59,084,702 passengers, as compared with 50,269,468 passengers carried by the steam roads, extending through the State into the States of New York, Massachusetts, Rhode Island, and Vermont, and comprising a single track mileage more than seven times greater than the mileage of the street railways.

VESTIBULES.

Application has been made to us to order vestibules placed on the cars of the Danbury & Bethel Street Railway Company, the Meriden Electric Railroad Company, and on certain cars of the Bridgeport Traction Company, each of which companies agreed to furnish the same without a formal hearing or order. A petition was also presented requesting us to order the cars of the Winchester Avenue Railroad in New Haven to be vestibuled, upon which a hearing was had and we ordered vestibules placed upon the cars running between New Haven and Woodmont in view of the long distance of this line, mostly through an open country, sparsely settled, exposed to bleak and cutting winds in winter, but we felt that it would be dangerous to order vestibules upon the cars of this company, which run through Church, Chapel, and other narrow streets in New Haven, where travel on foot, in carriages, and street cars is so congested. We, therefore, declined to order them.

A petition was also presented asking us to order vestibules placed upon the cars of the Norwalk Tramway Company, upon which, after hearing had, we concluded to grant the petition, owing to the long runs into the open, exposed country.

Upon the application of the People's Tramway Company, extending through Danielson and Dayville to Putnam, we approved the plan of a bridge to be constructed over the tracks of the Norwich division of the New York, New Haven & Hartford Company near Dayville.

LENGTH OF STREET RAILWAYS.

The total length of the street railways in operation and reporting to us for the year ending June 30, 1899, is 416.233 miles, exclusive of sidings, and 442.584 miles including sidings, making the length of siding 26.351 miles. This shows an increase during the past year of 29.222 miles in the length of main tracks and 1.956 miles in the length of sidings. The Meriden, Southington & Compounce Tramway Company and the Milford Street Railway Company have been opened for business during the year, the former 8 miles in length and the latter 13.6 miles in length. The Fair Haven & Westville Railroad Company's mileage, as reported last year, was 19.889 miles. This mileage has been increased by the acquisition of the New Haven Street Railway, consisting of 26.800 miles, and the New Haven & Centerville Street Railway, consisting of 7.558 miles, and a further increase of 6.459 miles, making its present length 60.906 miles. Several other companies have made a slight increase in their mileage. The companies having the greatest mileage are the Hartford Street Railway Company, owning and operating 65.941 miles; the Fair Haven & Westville Railroad Company, operating 60.906 miles; the Bridgeport Traction Company, operating 53.6 miles, and the Connecticut Lighting & Power Company, controlling and operating 29.590 miles.

CAPITAL STOCK.

The total amount of capital stock authorized is \$23,328,000.00, and the amount issued is \$12,715,948.00, an increase of \$2,264,908.00 during the year, making the amount issued per

mile of road, excluding sidings, \$30,550.07, and the amount issued per mile, including sidings, \$28,731.15. The amount of stock issued for cash is \$4,202,440.00.

BONDS ISSUED.

The total amount of bonds issued is \$10,608,800.00, an increase of \$586,000.00 for the year, amounting to \$25,487.65 per mile, excluding sidings, and \$23,970.14, including sidings. Cash realized on amount issued, \$6,547,119.88.

FLOATING INDEBTEDNESS.

The amount of floating indebtedness is \$1,341,314.31, which is \$582,486.27 more than last year, being \$3,222.50 per mile, excluding sidings, and \$3,030.64 per mile, including sidings. The total stock, bonds, and floating indebtedness per mile, excluding sidings, is \$59,260.23, and including sidings is \$55,731.94.

COST OF CONSTRUCTION AND EQUIPMENT.

The total cost of construction as reported is \$20,999,857.78, which is \$50,452.17 per mile, excluding sidings, and \$47,448.30 per mile, including sidings. The cost of equipment reported is \$2,564,967.39, being \$6,162.34 per mile, excluding sidings, and \$5,795.43 per mile, including sidings. The total cost of construction and equipment is \$23,564,825.17, being \$56,614.50 per mile, excluding sidings, and \$53,243.71 per mile, including sidings. These figures include the cost of electric lighting plants in several companies, which it is claimed cannot be separated from the cost of road and equipment.

GROSS EARNINGS.

The gross earnings for the year ending June 30, 1899, were \$3,040,886.83, being \$7,305.73 per mile operated, and \$0.2082 per mile run, and \$0.5147 per passenger carried.

OPERATING EXPENSES.

The operating expenses for the year were \$1,919,378.24, being 63 per cent. of the gross earnings. The average expense per mile operated has been \$4,611.31, and the expense per mile

run has been \$0.1314, and the expense per passenger carried has been \$0.3248.

NET EARNINGS.

The net earnings for the year have been \$1,121,508.59. The net earnings per mile operated were \$2,694.42, per mile run were \$0.0768, and per passenger carried were \$0.1899.

DIVIDENDS.

Dividends were paid by 15 out of 31 of the companies reporting, amounting to \$343,100.86, upon \$9,940,000.00 of capital stock, while no dividends were paid on \$2,775,948.00 of capital stock.

INTEREST.

The amount paid for interest was \$468,848.26, which comprises the interest on the bonded debt of all the companies except the Hartford & West Hartford Horse Railroad Company, which was in the hands of receivers when this report was made.

TAXES.

The amount of taxes paid has been \$150,276.61, which sum is about $\frac{7}{10}$ of one per cent. on the reported cost of the construction of the roads, $\frac{4}{9}$ of one per cent. of the gross earnings, and 13 per cent. of the net earnings. The amount of State taxes was \$158,200.93.

MILES RUN.

The number of miles run is reported to be 14,603,905. The approximate cost of operation per mile run was \$0.1314, and the gross earnings per mile run were \$0.2082.

PASSENGERS CARRIED.

The total number of passengers carried has been 59,084,702. The number of passengers carried per mile run has been 4.05, the average revenue per passenger carried has been \$0.5147, and the average cost of transporting each passenger has been \$0.3248. The number of passengers carried by the steam railroads during this same period has been 50,269,468.

ACCIDENTS.

The number of persons injured during the year which this report covers was 324, of whom 12 were killed. This is the largest number of casualties reported in any previous year, the highest number heretofore reported being 270 in the year 1896. Since the period covered by this report a serious accident occurred on the Shelton Street Railway on Sunday, August 6th, at Peck's Mills, about $1\frac{1}{2}$ miles north of Stratford, where a car containing about 35 people was derailed and precipitated from a bridge about 40 feet to the bed of the stream, overturning in its fall and striking upon its roof, resulting in instantly killing 29 persons and injuring the others. The accident was thoroughly investigated by the proper authorities, and the finding in the case, with its recommendations, was widely published at the time, and need not be reproduced here. Soon after this accident we addressed a circular to all the street railway companies inquiring the number of bridges on each line, the length of the same, the height above the surface of the ground underneath, whether used exclusively for railway purposes, or for railway and highway purposes combined, and whether guard timbers and guard rails had been placed thereon. Prompt replies were received from the various companies, which showed that all the bridges used exclusively for railway purposes were provided with guard timbers and nearly all with guard rails. How many of these guard rails were placed upon the bridges subsequent to the Shelton accident we are unable to say. It is generally impracticable to place guard timbers and guard rails upon bridges used for both railway and highway purposes without seriously obstructing highway travel, but we deem it necessary for the safety of persons traveling upon any railway that guard timbers and guard rails should be placed upon all bridges and causeways used exclusively for railway purposes. Accidents may sometimes occur notwithstanding these safeguards, but they should never occur because they have not been provided. In addition to the foregoing precautions conspicuous notices should be posted at the approaches to all dangerous bridges and causeways, requiring motormen to

reduce the speed of all cars to a safe limit named thereon while passing over the same, and officials should rigidly insist upon the observance of such instructions. Safety in the operation of street railways is more important than speed. If a speed register was placed upon cars to record the rate of speed at which they are run its record would astonish officials who state the maximum rate of speed at which cars are run to be only 10 or 12 miles per hour. If high rates of speed are to be attained in the operation of these roads, then a power brake for emergency purposes becomes absolutely necessary. We must repeat what we said in our report of 1897, that careful motormen are an essential factor in the safe operation of street railways, and the officials in charge should be exceedingly careful in their selection and training.

WASHINGTON F. WILLCOX,
WM. O. SEYMOUR,
ORSAMUS R. FYLER,
Railroad Commissioners.

HARTFORD, December 30, 1899.

APPENDIX.

A STANDARD SYSTEM OF STREET RAILWAY
ACCOUNTING

STATE OF CONNECTICUT.

OFFICE OF THE RAILROAD COMMISSIONERS,

HARTFORD, December 30, 1899.

To the Street Railway Companies of the State of Connecticut:

Realizing the importance of a uniform system of classification of the construction and operating expenses of street railways, similar in form, so far as practicable, to the form adopted by the Interstate Commerce Commission for the accounting of steam railroads, the National Convention of Railroad Commissioners, meeting with the Interstate Commerce Commission in the City of St. Louis May, 1897, appointed a committee (elsewhere named) to prepare such a system of classification and present the same to a future convention for its consideration and adoption. That committee, acting in conjunction with a committee of the Association of American Railway Accounting Officers and the Street Railway Accountants' Association of America, presented to the Annual Convention of Railroad Commissioners, held in Denver, Colorado, August, 1899, the following: "Standard System of Street Railway Accounting," applicable to the construction and operating accounts of street railways. The report of the committee was accepted and the system recommended by it was adopted. The system was devised by the Street Railway Accountants' Association of America and has been adopted by it, and was by it recommended for universal use by the street railway companies.

By virtue, therefore, of the authority conferred upon us by the Statutes of 1897, Chapter 156, Section 1, we do hereby prescribe the following "Standard System of Street Railway Accounting" as the form to be used by the street railway companies of Connecticut in keeping the accounts of the construction and equipment and operating expenses of their roads from and after June 30, 1900.

W. F. WILLCOX,
WM. O. SEYMOUR,
O. R. FYLER,

Railroad Commissioners.

A
STANDARD SYSTEM
OF
Street Railway Accounting

COVERING THE

CLASSIFICATION OF CONSTRUCTION AND EQUIPMENT ACCOUNTS,
CLASSIFICATION OF OPERATING EXPENSE ACCOUNTS,
AND FORMS OF MONTHLY AND ANNUAL REPORTS.

*Adopted and prescribed by the National Convention of Railroad Commissioners
and devised and adopted by*

The Street Railway Accountants' Association
of America

CONTENTS.

Committee, - - - - -	49
Resolution Adopted by The Street Railway Accountants' Association of America, at the Boston Convention, Sept. 6-9, 1898, - - - - -	50
Report of Committee on Classification of Construction and Operating Expenses of Electric Railways, presented at the Eleventh Annual Convention of Railroad Commissioners, held in the City of Denver, August 10, 1899, - -	51-53
Report of Committee on a Standard System of Street Railway Accounting, made to The Street Railway Accountants' Association of America at its Third Annual Convention, held in Chicago, October 17-20, 1899, - - -	55-59
Classification of Construction and Equipment Accounts, -	61-65
Classification of Operating Expense Accounts, - - -	67-93
Forms of Monthly and Annual Reports, - - -	95-97
Alphabetical List of Items Chargeable to Operating Expense Accounts, - - - - -	99-*123

1898-9.

COMMITTEE OF THE STREET RAILWAY ACCOUNT-
ANTS ASSOCIATION OF AMERICA

ON A

STANDARD SYSTEM OF STREET RAILWAY
ACCOUNTING :

C. N. DUFFY, Chairman,
Auditor Chicago City Railway Co., Chicago, Ill.

WM. F. HAM,
Auditor Brooklyn Rapid Transit Co., Brooklyn, N. Y.

J. F. CALDERWOOD,
Auditor Twin City Rapid Transit Co., Minneapolis, Minn.

H. L. WILSON,
Auditor Boston Elevated Railway Co., Boston, Mass.

H. J. DAVIES,
Assistant Secretary and Treasurer Cleveland Electric Railway
Co., Cleveland, O.

RESOLUTION

ADOPTED BY THE STREET RAILWAY ACCOUNTANTS' ASSOCIATION
OF AMERICA, AT BOSTON CONVENTION,
SEPTEMBER 6-9, 1898.

Resolved, That the report of the Committee on a Standard System of Street Railway Accounting be accepted, and that the Classifications of Accounts and Forms of Reports submitted by the Committee be recommended to the members of the Association for adoption and use.

REPORT OF COMMITTEE ON CLASSIFICATION OF
CONSTRUCTION AND OPERATING EXPENSES
OF ELECTRIC RAILWAYS.

To the Eleventh Annual Convention of Railroad Commissioners:

At the ninth annual convention of Railroad Commissioners, held in St. Louis in May, 1897, the following resolution was passed :

“*Resolved*, That a special committee of three be appointed by this convention to prepare a form of classification of the construction expenses and operating expenses of electric roads, to correspond as far as practicable with the forms approved by this convention, and adopted by the Inter-state Commerce Commission for steam roads, and that said committee be authorized to invite the co-operation and assistance of the Association of American Railway Accounting Officers; also of the National Street Railway Association, or any other persons possessing expert knowledge appertaining to the subject, and to report the result of their proceedings to the next annual convention of this body.”

The persons appointed to carry out the purposes of this resolution were: Wm. O. Seymour of Connecticut, Ashley W. Cole of New York, and R. S. Kayler of Ohio. The committee appointed by the Association of American Railway Accounting Officers to co-operate with the foregoing committee were:

H. M. Kochersperger, Comptroller of the New York, New Haven & Hartford Railroad Company, M. Riebenack, Assistant Comptroller of the Pennsylvania Railroad Company, H. D. Bulkley, Comptroller of the Baltimore & Ohio Railroad Company. The committee as thus constituted met in New York city in April, 1898, and mapped out its work, closely modeled after the forms of the classification of the construction and

operating expenses of steam roads, but the items chargeable under each head of the various accounts were not completed, and we found it impossible to perfect it in time to present to the tenth annual convention, held in Washington in May, 1898. We therefore reported progress, and asked for an extension of time for the completion of the work, which the convention readily granted. At the time of this meeting in New York city it was learned that an organization was in existence known as "The Street Railway Accountants Association of America," which had been engaged for two years in preparing such a classification as we had been instructed to prepare. In accordance with the terms of the resolution appointing us, we sought and obtained the co-operation and assistance of this organization, to which we are indebted for the form herewith presented for your consideration and adoption. It was found that the form prepared by the street railway accountants was so much more advanced in its preparation, so complete and full in its details, and so well adapted for its purpose, owing to the familiarity of those who prepared it with street railway accounting, that we deemed it wise to abandon the work which we had commenced, and advise the endorsement and adoption of the form prepared by them. Several slight modifications in the form have been made at the suggestion of the Railway Accounting Officers, and as it is now presented it is unanimously approved and recommended to this convention by your committee and the Railway Accounting Officers associated with us. Emanating from their own accounting officers, the form is more likely to be universally adopted and used by the street railway companies than if prepared and submitted by those entirely outside of their organization, especially if they are assured by our action that it will be accepted and approved by the various state commissions to which they are required to make annual reports. Your committee desire to publicly express their sincere thanks

to the committee of the Street Railway Accountants Association of America, who are the authors of this classification, and whose names, positions, and address are prefixed to this report, for the cordial and generous manner in which they have contributed the results of their laborious and extended deliberations for our consideration and adoption; also for the valuable assistance rendered by Mr. J. D. Green, Auditor of Disbursements of the Pennsylvania Railroad, who represented Mr. Riebenack upon the committee; to Col. N. H. Heft, Superintendent of Electric Construction on the New York, New Haven & Hartford Railroad Company, who kindly gave us the benefit of his expert knowledge of electrical matters; to Col. Charles R. DeFreest, recently Clerk of the Railroad Commissioners of New York, whose assistance and advice was much appreciated; to Henry F. Billings, Clerk of the Railroad Commission of Connecticut, who kindly consented to officiate as stenographer of the committee, and, finally, to the committee of the Association of American Railway Accounting Officers who were associated with us, without whose advice and assistance no good thing can be accomplished in devising correct methods of railway accounting.

Respectfully submitted for the Committee,

WM. O. SEYMOUR, *Chairman.*

REPORT OF COMMITTEE ON A STANDARD
SYSTEM OF STREET RAILWAY
ACCOUNTING.

CHICAGO, ILL., October 18, 1899.

*To the Members of The Street Railway Accountants' Association
of America:*

GENTLEMEN, — In response to the invitation of Mr. Wm. O. Seymour, of the Board of Railroad Commissioners of the State of Connecticut, to attend a meeting at the Manhattan Hotel, New York city, on July 11, 1899, to confer with the committee representing the Convention of Railroad Commissioners and the committee representing the Association of American Railway Accounting Officers, for a general discussion upon the subject of a classification of construction and operating expenses of electric roads, your committee begs leave to report that two of the members attended the meeting.

The following gentlemen were present at the meeting: Wm. O. Seymour, member of Board of Railroad Commissioners of the State of Connecticut and chairman of committee on classification of construction and operating expenses for electric roads; Ashley W. Cole, chairman Board of Railroad Commissioners of State of New York and a member of Mr. Seymour's committee; H. M. Kochersperger, Comptroller New York, New Haven & Hartford Railroad Company and a member of committee representing Association of American Railway Accounting Officers; J. D. Green, Auditor of Disbursements Pennsylvania Railroad Company and member of committee representing Association of American Railway Accounting Officers; Wm. F. Ham, representing The Street Railway Accountants' Association of America; C. N. Duffy, representing The Street Railway Accountants' Association of

America; H. F. Billings, clerk Board of Railroad Commissioners, State of Connecticut.

After a morning and afternoon session, in which the report of the committee on a standard system of street railway accounting, covering the classification of construction and equipment accounts, classification of operating expense accounts, and forms of monthly and annual reports made to The Street Railway Accountants' Association of America at its second annual convention, held in Boston, September 6-9, 1898, was fully discussed, the following modifications and changes were unanimously agreed to by all the gentlemen present:

1st. — The title of the sub-heading, "Car Service," which includes operating expense accounts numbers 16 to 24, both inclusive, the second sub-heading under the main heading, "Transportation," was changed from "Car Service" to "Operation of Cars."

2d. — The cost of replacing horses lost by death or worn out in service, and the depreciation in the value of horses, was transferred from account No. 30, "Stable Expenses," to account No. 8, "Maintenance of Miscellaneous Equipment."

3d. — The number of operating expense accounts was changed to 38, numbers 1 to 38, inclusive, account No. 39, "Taxes," being eliminated from operating expense accounts, and classified as a "Deduction from Income."

4th. — In Monthly Reports, under "Deductions from Income," the first item is to be "Taxes."

5th. — In Annual Reports, under "Deductions from Income," the first item is to be "Taxes."

In explanation of the modifications and changes that were agreed to, we beg leave to submit the following:

1st. — Changing the title of the sub-heading, "Car Service," from "Car Service" to "Operation of Cars." It was stated that the title "Car Service" would conflict with a technical term used in the operation of steam railroads, and with an account that steam railroads carry on their books. In addi-

tion, it was suggested that the title of the sub-heading, "Operation of Cars," was preferable to "Car Service," and was in uniformity with the title of the first sub-heading under "Transportation," "Operation of Power Plant." Your committee readily agreed to this suggestion, as we considered not only the objection to the old title well founded, but the name of the new title an improvement over the old.

2d. — Transferring from account No. 30, "Stable Expenses," to account No. 8, "Maintenance of Miscellaneous Equipment," the cost of replacing horses lost by death or worn out in service, and the depreciation in the value of horses. The gentlemen criticised the action of your committee in classifying this item under account No. 30, "Stable Expenses," a "General Expense" account, for the reason that they thought that the cost of maintaining horses was a maintenance charge, and should be classified under the same account that carried the cost of maintaining the wagons and harness. They pointed out that the wagons, harness, and horses were one, in the sense that the wagons and harness were useless without the horses, and that in their opinion account No. 8 should carry the cost of maintaining wagons, harness, and horses, in order to have the classification consistent. In this, your committee thought they were correct.

3d. — Eliminating account No. 39, "Taxes," from operating expense accounts and classifying same as a "Deduction from Income." In view of the fact that under the Interstate Commerce classification of accounts, the universal standard followed by steam railroads and the position taken by all Boards of Railroad Commissioners throughout the United States who exercise any supervision over the books and accounts of street railways, that "Taxes" are considered a "Deduction from Income" and not an "Operating Expense Account," and for the sake of bringing about a uniformity of methods and secure the co-operation of the convention of State Railroad Commissioners and the Association of American Railway Accounting Officers, all of the gentlemen representing these two associations being unanimously of the same opinion as to the disposition of "Taxes," and in addition being firmly fixed in their opinion that "Taxes" should not be a part of the operating expenses of a road, your committee agreed to

change the classification of operating expense accounts, taking therefrom account No. 39, "Taxes," and treat "Taxes" as a "Deduction from Income," making it the first item under that heading in monthly reports and annual reports.

At the eleventh annual convention of Railroad Commissioners, held in the City of Denver, August 10, 1899, Mr. Seymour, chairman of committee on classification of construction and operating expenses of electric railways, presented his report, in which he reviewed the work of his committee, referred to the meeting with this committee, spoke in the highest terms of the form of classification of accounts adopted by this association, advised its endorsement and adoption by his association, and submitted verbatim the printed report this committee made to the Boston convention, September 6-9, 1898, with the changes and modifications as agreed upon at the meeting held in New York city, July 11, 1899, embodied in the printed report.

The Convention of Railroad Commissioners unanimously adopted Mr. Seymour's report, commending it most highly.

Mr. Seymour's report, proper, has been made a part of this report.

The committee representing the Association of American Railway Accounting Officers, who were present at the meeting held in New York city, July 11, 1899, stated that they would report to their association at its next annual convention, to be held in May, 1900, the result of the conference with the committees from the Convention of Railroad Commissioners and The Street Railway Accountants' Association of America, and that as a committee they would recommend the adoption and use of the standard system of street railway accounting adopted by The Street Railway Accountants' Association of America, with the modifications and changes as agreed upon embodied into the system.

Your committee desire to take advantage of this opportunity to express their appreciation of the hearty co-operation extended to them by the gentlemen representing the Convention of Railroad Commissioners and the Association of American Railway Accounting Officers, for Mr. Seymour's kind words and strong endorsement of the work of this association, as expressed in his report to the Convention of Railroad Commissioners, and also to the members of that association, for their action in unanimously adopting Mr. Seymour's report as presented.

Through the co-operation of the Convention of Railroad Commissioners and the Association of American Railway Accounting Officers, with this association, and in view of what this association has already accomplished, the standard system of street railway accounting adopted by The Street Railway Accountants' Association of America will undoubtedly be used by all street railway companies, thereby securing a uniformity of methods, which has been so much desired and for which we have so earnestly labored.

The classification of accounts accompanying this report embodies all the modification and changes as agreed upon at the meeting held in New York city, July 11, 1899, and as adopted by the Convention of Railroad Commissioners, at the meeting held in Denver, August 10, 1899. Your committee ask this association to endorse and approve what they have done by ratifying and confirming their action and adopting this report as presented.

Respectfully submitted for the committee,

C. N. DUFFY,
Chairman.

CLASSIFICATION
OF
CONSTRUCTION AND EQUIPMENT ACCOUNTS
FOR
OVERHEAD, UNDERGROUND, THIRD-RAIL, STORAGE-
BATTERY, AND SURFACE-CONTACT
ELECTRIC RAILWAYS.

In the following classification, "Labor" should be understood to mean, not only the manual work of laborers, but also superintendence, supervision, clerical work, engineering, and inspection, so far as they are chargeable to the account referred to.

"Material" should be understood to mean, not only finished or unfinished products, appliances, or parts, but such smaller articles as are usually termed "supplies."

"Tools" should be understood to mean hand-tools of mechanics and other tools, used in the work chargeable to the account referred to.

"Expenses" should be understood to mean all expenses chargeable to the account referred to that are not labor, material, or tools.

Construction and Equipment Accounts.

- A. Organization.
- B. Engineering and Superintendence.
- C. Right of Way.
- D. Track and Roadway Construction.
- E. Electric Line Construction.
- F. Real Estate used in Operation of Road.
- G. Buildings and Fixtures used in Operation of Road.
- H. Investment Real Estate.
- I. Power Plant Equipment.
- J. Shop Tools and Machinery.
- K. Cars.
- L. Electric Equipment of Cars.
- M. Miscellaneous Equipment.
- N. Interest and Discount.
- O. Miscellaneous.

Account A.**ORGANIZATION.**

Charge to this account all expenses incurred in effecting organization, including legal expenses.

Account B.**ENGINEERING AND SUPERINTENDENCE.**

Charge to this account all expenditures for services of engineers, draftsmen, and superintendents employed on preliminary and construction work, and all expenses incident to the work.

Account C.**RIGHT OF WAY.**

Charge to this account all expenditures in connection with securing or paying for right of way, including cost of real estate for right of way.

Account D.**TRACK AND ROADWAY CONSTRUCTION.**

Charge to this account all expenditures for track and roadway construction, including labor, material, tools, freight, hauling, distribution of material, and all other expenses incident to the work; cost of grading, excavating, track-laying, ties, yokes, slot-rails, manhole frames and covers, rails, rail fastenings, welded joints, special work (such as crossings, cross-overs, curves, frogs, guard-rails, run-offs, switches, switch-mates, turn-outs), ballasting, paving, fences (right-of-way), bridges, and culverts, trestles, subways, and tunnels.

The cost of tracks in yards, terminals, car-houses, or other buildings should be charged to this account.

The cost of punching and drilling rails for track-wiring should be charged to account E.

Account E.**ELECTRIC LINE CONSTRUCTION.**

Charge to this account all expenditures for overhead, underground, third-rail, or surface-contact electric line construction, including labor, material, tools, freight, hauling, distribution of material, and all other expenses incident to the work; cost of punching and drilling rails for track-wiring, rail-bonds, poles (iron and wood), labor and material for setting and painting poles; feed-wire, guard-wire, span-wire, strain-wire, supplementary wire, trolley-wire, ground-feeders, underground-feeders, pole fixtures, hangers or suspensions, insulators (overhead), lightning arresters and appliances, signals and signaling apparatus, overhead crossings and switches, ground terminals, and all labor in connection with putting same in position; conduits and conduit appliances for underground trolley construction, including conductors, insulators, sewer connections, sewer traps, and underground feeders; third rails, and insulators for third-rail construction; surface-contact appliances for surface-contact roads, including magnets, contact-boxes, manhole-frames and covers.

Account F.**REAL ESTATE USED IN OPERATION OF ROAD.**

Charge to this account all expenditures for real estate used in operation of road, except real estate used for right of way, which should be charged to account C.

Account G.

BUILDINGS AND FIXTURES USED IN OPERATION OF ROAD.

Charge to this account all expenditures for buildings and fixtures used in operation of road, including labor, material, tools, freight, hauling of material, and all other expenses incident to the work.

The term "buildings and fixtures" includes power-houses, car-houses, shops, office buildings (when owned by the company), waiting rooms, sheds, outhouses, coal-bins, sand-houses, stables, storehouses, switch-tenders' houses, fences (except park and right of way), docks, wharves, and all other buildings and enclosures, and their stationary fixtures, including pipes for gas, water, sewage, and drainage, apparatus for heating, lighting, and ventilating, sidewalks, and paving in streets in front of and adjacent to the company's buildings (except in tracks), and inspection and repair pits in car-houses, shops, or other buildings.

The cost of tracks in yards, terminals, car-houses, and other buildings should be charged to account D.

The cost of electric line in yards, terminals, car-houses, and other buildings should be charged to account E.

Account H.

INVESTMENT REAL ESTATE.

Charge to this account all expenditures for Land and Buildings not used in operation of road.

Account I.

POWER PLANT EQUIPMENT.

Charge to this account all expenditures for steam and electric equipment of power plant, including foundations and installation.

The equipment of sub-stations (if used) should be charged to this account.

All expenditures for water-power machinery (if used) should be charged to this account.

The cost of buildings used for Main Power House or Sub-Stations should be charged to account G.

Account J.

SHOP TOOLS AND MACHINERY.

Charge to this account all expenditures for shop tools and machinery for general repair shops, car-houses, etc., including foundations and installation.

Account K.**CARS.**

Charge to this account all expenditures for passenger, baggage, express, freight, mail, and other cars from the operation of which revenue is derived.

The term "Cars" includes car-bodies and trucks, and all fixtures or appliances inside of or attached to the car-body or truck (except the electric equipment of the car).

Account L.**ELECTRIC EQUIPMENT OF CARS.**

Charge to this account all expenditures for electric equipment and wiring of all cars, whether revenue cars or work cars, including labor, material, tools, freight, hauling of material, and all other expenses incident to the work.

Account M.**MISCELLANEOUS EQUIPMENT.**

Charge to this account all expenditures for water-cars, sprinkling-cars, sand-cars, salt-cars, supply-cars, and other work-cars; snow-plows, sweepers, scrapers, and miscellaneous snow equipment; horses, harness, wagons, and vehicles; tools and appliances necessary in the use of work-cars or snow equipment.

Account N.**INTEREST AND DISCOUNT.**

All interest paid or received in connection with funds for construction, and all discounts or premiums resulting from the negotiation of securities for construction, should be charged or credited to this account.

Account O.**MISCELLANEOUS.**

Charge to this account all expenditures for printing and stationery, office supplies and expenses, damage claims, wages of clerks, and all other expenses incident to construction not otherwise provided for.

CLASSIFICATION
OF
OPERATING EXPENSE ACCOUNTS

FOR

OVERHEAD, UNDERGROUND, THIRD-RAIL, STORAGE-
BATTERY, AND SURFACE-CONTACT
ELECTRIC RAILWAYS.

In the following classification "Labor" should be understood to mean not only the manual work of laborers, but also superintendence, supervision, clerical work, engineering, and inspection, so far as they are chargeable to the account referred to.

"Material" should be understood to mean not only finished or unfinished products, appliances, or parts, but such smaller articles as are usually termed "supplies."

"Tools" should be understood to mean hand-tools of mechanics, and other tools used in the work chargeable to the account referred to. These tools should not be confounded with the tools used in shops, for which a separate account (No. 9) is provided.

"Expenses" should be understood to mean all expenses chargeable to the account referred to that are not labor, material, or tools.

The cost of replacement, renewal, or repair of property destroyed or injured by fire, worn out, or otherwise unfitted for use, should be charged to the appropriate maintenance account, which should be credited with the amount received for insurance or realized from the sale of the property so unfitted for use. But if the property substituted is of greater value than the original property, the excess should be charged to the capital or construction account to which the original property was charged; if of less value, the difference between the value of the property as repaired, renewed, or replaced and its original cost or value should be credited to the capital or construction account to which the first cost was charged. So proceeds from the sale of scrap material should be credited to the account to which the cost of replacement of that material is charged, or, if not replaced, to the original cost account.

The cost of experiments should be charged in operating expenses to the account most affected.

In making up monthly reports charge to accounts Nos. 36, 37, and 38, respectively, the month's proportion of the total annual charge for rent of land and buildings used in the operation of the road, rent of tracks and terminals and insurance, as nearly as the same can be ascertained, and not the amount which may have been actually paid in the month.

Operating Expense Accounts.

Maintenance.

WAY AND STRUCTURES.

1. Maintenance of Track and Roadway.
2. Maintenance of Electric Line.
3. Maintenance of Buildings and Fixtures.

EQUIPMENT.

4. Maintenance of Steam Plant.
5. Maintenance of Electric Plant.
6. Maintenance of Cars.
7. Maintenance of Electric Equipment of Cars.
8. Maintenance of Miscellaneous Equipment.
9. Miscellaneous Shop Expenses.

Transportation.

OPERATION OF POWER PLANT.

10. Power Plant Wages.
11. Fuel for Power.
12. Water for Power.
13. Lubricants and Waste for Power Plant.
14. Miscellaneous Supplies and Expenses of Power Plant.
15. Hired Power.

OPERATION OF CARS.

16. Superintendence of Transportation.
17. Wages of Conductors.
18. Wages of Motormen.
19. Wages of Other Car Service Employees.
20. Wages of Car House Employees.
21. Car service Supplies.
22. Miscellaneous Car Service Expenses.
23. Cleaning and Sanding Track.
24. Removal of Snow and Ice.

General.

25. Salaries of General Officers.
26. Salaries of Clerks.
27. Printing and Stationery.
28. Miscellaneous Office Expenses.
29. Store-Room Expenses.
30. Stable Expenses.
31. Advertising and Attractions.
32. Miscellaneous General Expenses.
33. Damages.
34. Legal Expenses in connection with Damages.
35. Other Legal Expenses.
36. Rent of Land and Buildings.
37. Rent of Tracks and Terminals.
38. Insurance.

Maintenance.

WAY AND STRUCTURES.

Account No. 1.

MAINTENANCE OF TRACK AND ROADWAY.

Charge to this account all expenditures for repairs and renewals of track and roadway, of culverts and subways, of tracks in yards, terminals, car houses or other buildings, including labor, material, tools, fuel, light, water, ice, freight, hauling, and distribution of material, and all other expenses incident to the work.

The cost of taking up track, whether new track is laid in its place or not, should be charged to this account.

The cost of punching and drilling rails for repairs or renewals of track wiring, and of removing and relaying pavement, ballast, etc., when necessary for repairs or renewals of the electric line, should be charged to account No. 2.

The cost of repairs and renewals of harness and wagons used in connection with this work should be charged to account No. 8.

The cost of feed and keep of horses used in connection with this work should be charged to account No. 30.

Following is a list of some of the items chargeable to this account :

Ballast.	Drains.
Bolts.	Fences, right of way.
Braces, rail.	Fish-plates.
Brick.	Freight.
Bridges.	Frogs.
Cement.	Fuel.
Chairs for rails.	Guard-rails.
Cinders for ballast.	Gravel.
Coke for welding joints.	Hauling.
Clamps for welded joints.	Ice for ice water.
Crossings.	Iron.
Cross-overs.	Joints, welded.
Culverts.	Joints, not welded.
Curves.	Labor.

Account No. 2.**MAINTENANCE OF ELECTRIC LINE.**

Charge to this account all expenditures for repairs and renewals of overhead, underground, third-rail, or surface contact electric line, including labor, material, and tools employed or used in taking up, resetting, and painting or repainting poles, taking down trolley, feed, guard, and supplementary wires and substituting new, repairing and renewing conduits for wires, repairing and renewing bond-wires, punching and drilling rails for track-wiring, removing and relaying pavement, ballast, etc., when necessary for repairs or renewals of the electric line, freight, hauling and distribution of material, fuel, light, water, and ice, and all other expenses incident to the work.

The cost of repairs and renewals of electric line in yards, terminals, car houses, or other buildings should be charged to this account.

The cost of feed and keep of horses used in connection with this work should be charged to account No. 30.

The cost of repairs and renewals of harness and wagons used in connection with this work should be charged to account No. 8.

Following is a list of some of the items chargeable to this account:

Bolts.	Light (lanterns and fixtures, oil, lamp-wick, torches, candles, incandescent lamps and fixtures, arc lights and fixtures, globes and carbons).
Boxes for lightning arresters.	Lightning arresters and parts.
Cement.	Magnets for surface contact roads.
Charcoal.	Manhole covers for surface contact roads.
Clamps for poles.	Manhole frames for surface contact roads.
Conductors for underground trolley.	Cord.
Conduits.	Cross-arms, iron.
Contacts for surface contact roads.	Cross-arms, wood.
Contact boxes for surface contact roads.	Crossings.
Feeders, ground.	Feeders, ground.
Feeders, overhead.	Feeders, underground.
Feeders, underground.	Fuel.
Freight.	Gasoline.
Fuel.	Hangers.
Gasoline.	Hauling.
Hangers.	Ice for ice water.
Hauling.	Insulators, overhead.
Ice for ice water.	Insulators, underground.
Insulators, overhead.	Insulators, for third rail.
Insulators, underground.	Iron.
Insulators, for third rail.	Labor.
Iron.	
Labor.	

Stone.
Suspensions.
Switches.
Tape, insulating.
Terminals.
Third rails.
Tools.
Washers.

Water.
Wire, feed.
Wire, guard.
Wire, span.
Wire, strain.
Wire, supplementary.
Wire, trolley.

1. *Introduction*
 2. *Methodology*
 3. *Results*
 4. *Discussion*
 5. *Conclusion*
 6. *References*
 7. *Appendix*
 8. *Index*
 9. *Glossary*
 10. *Notes*
 11. *Footnotes*
 12. *Endnotes*
 13. *Tables*
 14. *Figures*
 15. *Equations*
 16. *Formulas*
 17. *Diagrams*
 18. *Charts*
 19. *Maps*
 20. *Tables*
 21. *Figures*
 22. *Equations*
 23. *Formulas*
 24. *Diagrams*
 25. *Charts*
 26. *Maps*
 27. *Tables*
 28. *Figures*
 29. *Equations*
 30. *Formulas*
 31. *Diagrams*
 32. *Charts*
 33. *Maps*
 34. *Tables*
 35. *Figures*
 36. *Equations*
 37. *Formulas*
 38. *Diagrams*
 39. *Charts*
 40. *Maps*
 41. *Tables*
 42. *Figures*
 43. *Equations*
 44. *Formulas*
 45. *Diagrams*
 46. *Charts*
 47. *Maps*
 48. *Tables*
 49. *Figures*
 50. *Equations*
 51. *Formulas*
 52. *Diagrams*
 53. *Charts*
 54. *Maps*
 55. *Tables*
 56. *Figures*
 57. *Equations*
 58. *Formulas*
 59. *Diagrams*
 60. *Charts*
 61. *Maps*
 62. *Tables*
 63. *Figures*
 64. *Equations*
 65. *Formulas*
 66. *Diagrams*
 67. *Charts*
 68. *Maps*
 69. *Tables*
 70. *Figures*
 71. *Equations*
 72. *Formulas*
 73. *Diagrams*
 74. *Charts*
 75. *Maps*
 76. *Tables*
 77. *Figures*
 78. *Equations*
 79. *Formulas*
 80. *Diagrams*
 81. *Charts*
 82. *Maps*
 83. *Tables*
 84. *Figures*
 85. *Equations*
 86. *Formulas*
 87. *Diagrams*
 88. *Charts*
 89. *Maps*
 90. *Tables*
 91. *Figures*
 92. *Equations*
 93. *Formulas*
 94. *Diagrams*
 95. *Charts*
 96. *Maps*
 97. *Tables*
 98. *Figures*
 99. *Equations*
 100. *Formulas*
 101. *Diagrams*
 102. *Charts*
 103. *Maps*
 104. *Tables*
 105. *Figures*
 106. *Equations*
 107. *Formulas*
 108. *Diagrams*
 109. *Charts*
 110. *Maps*
 111. *Tables*
 112. *Figures*
 113. *Equations*
 114. *Formulas*
 115. *Diagrams*
 116. *Charts*
 117. *Maps*
 118. *Tables*
 119. *Figures*
 120. *Equations*
 121. *Formulas*
 122. *Diagrams*
 123. *Charts*
 124. *Maps*
 125. *Tables*
 126. *Figures*
 127. *Equations*
 128. *Formulas*
 129. *Diagrams*
 130. *Charts*
 131. *Maps*
 132. *Tables*
 133. *Figures*
 134. *Equations*
 135. *Formulas*
 136. *Diagrams*
 137. *Charts*
 138. *Maps*
 139. *Tables*
 140. *Figures*
 141. *Equations*
 142. *Formulas*
 143. *Diagrams*
 144. *Charts*
 145. *Maps*
 146. *Tables*
 147. *Figures*
 148. *Equations*
 149. *Formulas*
 150. *Diagrams*
 151. *Charts*
 152. *Maps*
 153. *Tables*
 154. *Figures*
 155. *Equations*
 156. *Formulas*
 157. *Diagrams*
 158. *Charts*
 159. *Maps*
 160. *Tables*
 161. *Figures*
 162. *Equations*
 163. *Formulas*
 164. *Diagrams*
 165. *Charts*
 166. *Maps*
 167. *Tables*
 168. *Figures*
 169. *Equations*
 170. *Formulas*
 171. *Diagrams*
 172. *Charts*
 173. *Maps*
 174. *Tables*
 175. *Figures*
 176. *Equations*
 177. *Formulas*
 178. *Diagrams*
 179. *Charts*
 180. *Maps*
 181. *Tables*
 182. *Figures*
 183. *Equations*
 184. *Formulas*
 185. *Diagrams*
 186. *Charts*
 187. *Maps*
 188. *Tables*
 189. *Figures*
 190. *Equations*
 191. *Formulas*
 192. *Diagrams*
 193. *Charts*
 194. *Maps*
 195. *Tables*
 196. *Figures*
 197. *Equations*
 198. *Formulas*
 199. *Diagrams*
 200. *Charts*
 201. *Maps*
 202. *Tables*
 203. *Figures*
 204. *Equations*
 205. *Formulas*
 206. *Diagrams*
 207. *Charts*
 208. *Maps*
 209. *Tables*
 210. *Figures*
 211. *Equations*
 212. *Formulas*
 213. *Diagrams*
 214. *Charts*
 215. *Maps*
 216. *Tables*
 217. *Figures*
 218. *Equations*
 219. *Formulas*
 220. *Diagrams*
 221. *Charts*
 222. *Maps*
 223. *Tables*
 224. *Figures*
 225. *Equations*
 226. *Formulas*
 227. *Diagrams*
 228. *Charts*
 229. *Maps*
 230. *Tables*
 231. *Figures*
 232. *Equations*
 233. *Formulas*
 234. *Diagrams*
 235. *Charts*
 236. *Maps*
 237. *Tables*
 238. *Figures*
 239. *Equations*
 240. *Formulas*
 241. *Diagrams*
 242. *Charts*
 243. *Maps*
 244. *Tables*
 245. *Figures*
 246. *Equations*
 247. *Formulas*
 248. *Diagrams*
 249. *Charts*
 250. *Maps*
 251. *Tables*
 252. *Figures*
 253. *Equations*
 254. *Form*

Account No. 3.**MAINTENANCE OF BUILDINGS AND FIXTURES.**

Charge to this account all expenditures for repairs and renewals of buildings and fixtures used in the operation of the road, including labor, material, tools, freight, hauling of material, and all other expenses incident to the work.

The term "buildings and fixtures" includes power houses, car-houses, shops, office buildings (when owned by the company), waiting-rooms, sheds, outhouses, coal-bins, sand-houses, stables, storehouses, switch-tenders' houses, fences (except park and right of way fences), docks, wharves, and all other buildings and enclosures, and their stationary fixtures, including pipes for gas, water, sewage, and drainage, apparatus for heating, lighting, and ventilating, sidewalks and pavements in front of and adjacent to the company's buildings (except in tracks), and inspection and repair-pits in car-houses, shops, or other buildings.

The cost of repairs and renewals of tracks in yards, terminals, car-houses, or other buildings should be charged to account No. 1.

The cost of repairs and renewals of electric line in yards, terminals, car-houses, or other buildings should be charged to account No. 2.

Following is a list of some of the items chargeable to this account:

Awnings.	Nuts.
Bolts.	Painting materials (oil, turpentine, varnish, lead, painters' supplies).
Bolt ends.	Paving in streets (except in connection with tracks).
Brick.	Plaster.
Builders' hardware.	Pipes, drain.
Building material.	Pipes, gas.
Building permits.	Pipes, sewer.
Cement.	Pipes, water.
Cisterns.	Pits in car-houses and shops.
Drains.	Plumbing.
Excavations.	Rivets.
Fences (except park and right of way).	Roofing material.
Foundations.	Sand.
Freight.	Sash cord.
Grading.	Sash weights.
Hauling.	Scales, platform.
Heating apparatus and fixtures.	Screws.
I-beams.	Sewering.
Iron.	Shelving and other fixtures.
Labor.	Shingles.
Laths.	Sidewalks.
Lighting apparatus and fixtures.	Slate.
Lime.	
Lumber.	
Nails.	

EQUIPMENT.

Account No. 4.

MAINTENANCE OF STEAM PLANT.

Charge to this account all expenditures for labor, material, tools, freight, hauling of material, and all other expenses incident to repairs and renewals of steam plant or water power plant, including engines and engine parts, appliances, and fixtures, belts, belt tighteners, and fixtures, receivers, lubricators, and oiling devices; shafting, clutches, cranes, hoists, and other engine-room appliances; boilers, boiler fittings and appliances; furnaces, economizers, stacks, mechanical-draft machinery, pumps, feedwater heaters, purifiers, tanks, condensers, coal and ash-conveying machinery, mechanical stokers, and other boiler-room appliances; piping and steam fitting, including valves, separators, water and sewer connections, and water meters.

Following is a list of some of the items chargeable to this account:

Ash-conveying machinery.	Hoists.
Belts.	Injectors.
Belt fixtures.	Iron.
Belt tighteners.	Labor.
Boilers.	Lubricators.
Boiler appliances.	Oiling devices.
Boiler fittings.	Piping.
Bolts.	Pipe covering.
Cement.	Pipe fittings.
Clutches.	Pulleys.
Coal-conveying machinery.	Pumps.
Condensers.	Purifiers.
Cranes.	Receivers.
Draft machinery.	Screws.
Economizers.	Separators.
Engines.	Sewer connections.
Engine appliances.	Shafting.
Engine fixtures.	Stacks.
Engine parts.	Steam fittings.
Fire brick.	Steel.
Fire clay.	Stokers, mechanical.
Freight.	Tanks.
Furnaces.	Tools.
Grate bars.	Water connections.
Hauling.	Water meters.
Heaters, feedwater.	Water power machinery.

.....

.....

Account No. 5.

MAINTENANCE OF ELECTRIC PLANT.

Charge to this account all expenditures for labor, materials, tools, freight, hauling of material, and all other expenses incident to repairs and renewals of electric plant, including generators and generator parts, switchboards, cables, and feeder terminals and wiring in connection with same, storage batteries, transformers, boosters, rheostats, circuit-breakers, ammeters, and other electric equipment.

Commutator-brushes for generators should be charged to account No. 14.

Following is a list of some of the items chargeable to this account:

Ammeters.	Labor.
Boosters.	Lightning arresters and parts.
Cables.	Rheostats.
Circuit breakers.	Storage batteries.
Feeder terminals.	Switch boards.
Freight.	Switches.
Generators.	Tools.
Generator parts.	Transformers.
Hauling.	

[illegible]

Account No. 6.**MAINTENANCE OF CARS.**

Charge to this account all expenditures for repairs and renewals of passenger, baggage, express, freight, mail, and other cars from the operation of which revenue is derived, including labor, material, tools, freight, hauling of material, and all other expenses incident to the work.

The term "cars" includes car-bodies and trucks and all fixtures or appliances inside of or attached to the car-body or truck, except the electric equipment of the car.

The cost of cars purchased to keep good the original number of cars should be charged to this account.

Bell and register cord, trolley rope, incandescent lamps, commutator-brushes, and other supplies for cars should be charged to account No. 21.

Following is a list of some of the items chargeable to this account :

Axles.	Labor.
Bells.	Life guards.
Bell cord fixtures.	Lumber.
Bolts.	Mirrors.
Brakes (hand or power).	Nails.
Brake appliances (hand or power).	Nuts.
Brake shoes.	Oil boxes.
Brasses.	Painting material.
Brass fixtures.	Pedestals.
Brass trimmings.	Pilots.
Bumpers.	Sand boxes, attached to cars.
Canvas.	Screws.
Cotters.	Seats.
Curtains.	Seat covering.
Curtain fixtures.	Seat fixtures.
Dashes and parts.	Signs.
Draw bars.	Sign fixtures.
Electric heaters.	Snow scrapers, attached to cars.
Electroliers.	Springs.
Fare registers.	Steel.
Fenders and parts.	Steps.
Floor mats.	Stoves.
Freight.	Stove fixtures.
Gates.	Tools.
Glass.	Trucks.
Gongs.	Truck frames and parts.
Grab handles.	Washers.
Hauling.	Wheels.
Headlights and parts.	Wood-work.
Iron.	

Account No. 7.

MAINTENANCE OF ELECTRIC EQUIPMENT OF CARS.

Charge to this account all expenditures for repairs and renewals of the electric equipment and wiring of cars, whether revenue cars or work cars, including labor, material, tools, freight, hauling of material, and other expenses incident to the work.

The cost of shifting electric equipments from summer to winter cars, or *vice versa*, should be charged to this account.

The cost of equipments purchased to keep good the original number of equipments should be charged to this account.

The cost of commutator-brushes, incandescent lamps, oil and other supplies for the electric equipment of cars should be charged to account No. 21.

Following is a list of some of the items chargeable to this account :

Armatures and parts.	Light circuits.
Bearings.	Lightning arresters and parts.
Bolts.	Motor frames.
Brasses — armature, axle, gear-case.	Nuts.
Brush-holders and parts.	Pinions.
Canvas.	Plows, for underground trolley cars.
Circuits for heat, light, power.	Power circuits.
Circuit breakers, automatic.	Rheostats.
Commutators and parts.	Screws.
Contact shoes for surface contact cars.	Shafts.
Contact shoes for third-rail cars.	Springs.
Controllers and parts.	Steel.
Cotters.	Storage batteries, for storage battery cars.
Cut-out boxes and parts.	Tape.
Fields and parts.	Terminals.
Frames for motors.	Tools.
Freight.	Trolley bases.
Gears.	Trolley forks.
Gear cases and parts.	Trolley poles.
Hauling.	Trolley wheels and parts.
Heat circuits.	Washers.
Insulating material.	Wiring.
Iron.	
Labor.	

Account No. 8.**MAINTENANCE OF MISCELLANEOUS EQUIPMENT.**

Charge to this account all expenditures for repairs and renewals of water-cars, sprinkling-cars, sand-cars, salt-cars, supply-cars, other work cars, snow-plows, sweepers, scrapers, miscellaneous snow equipment, wagons, and all other vehicles not operated for the purpose of revenue, including labor, material, tools, freight, hauling of material, and all other expenses incident to the work.

Replacing horses lost by death or worn out in service, depreciation in value of horses, and repairs and renewals of all harness and vehicles should be charged to this account.

Repairs and renewals of the electric equipment of all work-cars, snow-plows, sweepers, etc., should be charged to account No. 7.

Following is a list of some of the items chargeable to this account :

Axles.	Labor.
Bolts.	Life guards.
Brakes, hand or power.	Lumber.
Brake appliances, hand or power.	Nails.
Brake shoes.	Nuts.
Brasses.	Oil boxes.
Brass fixtures.	Painting material.
Bumpers.	Pedestals.
Canvas.	Pilots.
Cotters.	Rattan for sweepers.
Dashes and parts.	Sand boxes, attached to work cars.
Draw bars.	Screws.
Electroliers.	Snow scrapers, attached to work cars.
Fenders and parts.	Springs.
Freight.	Steel.
Glass.	Tools.
Gongs.	Trucks.
Grab handles.	Truck frames and parts.
Hauling.	Washers.
Headlights and parts.	Wheels.
Iron.	Wood-work.

.....

.....

.....

.....

Account No. 9.

MISCELLANEOUS SHOP EXPENSES.

Charge to this account all expenditures for repairs and renewals of shop tools, machinery and appliances, such as engines, boilers, shafting, motors, etc., used in general repair work, including labor, tools, coal, coke, lubricants, waste and other material, freight, hauling of material, fuel, light, water and ice, wages of master mechanic, shop foreman, engineers, firemen and other employes engaged in operating shop engine, and all other expenses incident to the general repair shops.

Hand-tools of mechanics or laborers used exclusively in connection with work chargeable to accounts Nos. 1 to 8, 14, 21, and 22 should not be charged to this account, but to the account benefited by their use.

Following is a list of some of the items chargeable to this account :

Belts and belt fixtures.	Light (lanterns and fixtures, oil, lamp-
Boilers and boiler fittings.	wick, torches, candles, incandes-
Bolts.	cent lamps, arc light globes, and
Brooms.	carbons).
Charcoal.	Lubricants.
Clutches.	Lumber.
Coal.	Motors and parts (for shop use only).
Coke.	Nails.
Cotters.	Nuts.
Cranes.	Piping.
Draft machinery.	Pipe covering.
Engines and parts.	Pipe fittings.
Engine appliances and fixtures.	Pulleys.
Fire brick.	Pumps.
Fire clay.	Screws.
Forges.	Shafting.
Freight.	Stacks.
Fuel.	Steam fittings.
Furnaces and parts.	Steel.
Hauling.	Tools, machine.
Heaters, feed water.	Tools, hand.
Hoists.	Washers.
Ice, for ice water.	Waste.
Iron.	Water.
Labor.	Welding compounds.

Transportation.

OPERATION OF POWER PLANT.*

Account No. 10.

POWER PLANT WAGES.

Charge to this account all expenditures for labor in the power plant, except labor employed in making repairs or renewals.

This includes the wages of the following employes :

Boiler cleaners.	Oilers.
Chief engineer.	Other labor (boiler room).
Engineers.	Other labor (engine room).
Firemen.	Switch board tenders.
Coal passers.	Water tenders.
Generator tenders.	

.....

.....

.....

Account No. 11.

FUEL FOR POWER.

Charge to this account all expenditures for coal, oil, or gas used as fuel, or other fuel used at power plant, including freight and hauling.

Account No. 12.

WATER FOR POWER.

Charge to this account all expenditures for water used to produce steam or to operate a water-power plant.

Account No. 13.

LUBRICANTS AND WASTE FOR POWER PLANT.

Charge to this account all expenditures for lubrication of power plant, including oil, grease, waste, rags, etc.

* Income from the sale of power, to the extent only of the cost of producing the power sold, should be credited to operation of power plant. Profit or loss resulting from the sale of power should be carried directly to Income Account, as "Income from other sources," or as a "Deduction from Income."

Account No. 14.

MISCELLANEOUS SUPPLIES AND EXPENSES OF POWER PLANT.

Charge to this account all expenditures for operation of power plant not otherwise provided for.

Following is a list of some of the items chargeable to this account :

Boiler compound.	wick, torches, candles, incandescent
Boiler inspection.	lamps, arc light globes, and carbons).
Brooms.	Matches.
Brushes, flue.	Mops.
Brushes, for generators.	Oil cans.
Brushes, for scrubbing.	Packing.
Buckets.	Polish.
Chamois skins.	Sand paper
Dusters.	Soap.
Emery cloth.	Sponges.
Fire buckets.	Sprinkling cans.
Fire extinguishers.	Tools.
Garnet paper.	Water (except water charged in account
Hose.	No. 12).
Ice, for ice water.	Water gauge glasses.
Light (lanterns and fixtures, oil, lamp-	Waste cans.

.....

.....

.....

.....

.....

.....

.....

Account No. 15.

HIRED POWER.

Charge to this account all expenditures for power purchased from other companies or power plants.

OPERATION OF CARS.

Account No. 16.

SUPERINTENDENCE OF TRANSPORTATION.

Charge to this account wages of division superintendents, their assistants and aids, road officers, inspectors, and others employed in superintending transportation.

Account No. 17.

WAGES OF CONDUCTORS.

Charge to this account wages of conductors engaged in operating revenue cars.

Account No. 18.

WAGES OF MOTORMEN.

Charge to this account wages of motormen engaged in operating revenue cars.

Account No. 19.

WAGES OF OTHER CAR SERVICE EMPLOYES.

Charge to this account wages of starters, transfer agents, switch-tenders, trolley men, trail-car couplers, and other car-service employes.

Account No. 20.

WAGES OF CAR-HOUSE EMPLOYES.

Charge to this account wages of car-house foremen, watchmen, car-placers, car-shifters, car and motor inspectors, car-cleaners, lamp and headlight-tenders, car-oilers, car-stove firemen, trolley-oilers, and other car-house employes not engaged in making repairs or renewals.

The cost of shifting cars for the purpose of repairs or renewals should be charged to account No. 6 or 7.

Account No. 21.

CAR SERVICE SUPPLIES.

Charge to this account all expenditures for lubricants and waste for cars and electric equipment of cars, incandescent lamps, oil and other supplies for lighting cars, water and other supplies for cleaning cars, fuel for heating cars, bell and register-cord, trolley-rope, commutator-brushes, tools and other materials and supplies, except such as are used for repairs or renewals of cars or electric equipment of cars.

Following is a list of some of the items chargeable to this account:

Batteries, dry, for electric bells in cars.	Lubricants.
Bell cord.	Matches.
Brooms, for cars.	Mops.
Brushes, for car washing.	Oil cans.
Brushes, for motors.	Pokers.
Buckets, for car washing.	Polish.
Candles.	Rags.
Chamois skins.	Register cord.
Chimneys for headlights.	Shakers.
Coal hods for cars.	Shovels.
Dusters.	Soap.
Fuel for cars.	Sponges.
Fuses.	Stove blacking.
Hose, for car washing.	Tools.
Illuminating oil.	Trolley rope.
Incandescent lamps.	Waste.
Kindling.	Water, for car washing.
Lamp wicks.	

[illegible]

Account No. 23.

CLEANING AND SANDING TRACK.

Charge to this account all expenditures for cleaning, greasing, watering, sprinkling, and removing dirt from track, sanding track, including wages of men engaged in the work, cost of sand and of hauling, drying, and distributing same, cost of track-brooms and other tools, curve-grease, water for sprinkling and watering track, and all other supplies and expenses incident to the work.

The cost of feed and keep of horses used in connection with this work should be charged to account No. 30.

The cost of repairs and renewals of harness and wagons, water, sprinkling, and sand-cars used in connection with this work should be charged to account No. 8.

This account should not include cost of sprinkling rendered necessary by repairs or construction of track or paving.

The cost of sprinkling street (except tracks) in front of or adjacent to company's property should be charged to account No. 32.

Following is a list of some of the items chargeable to this account:

Curve grease.

Fuel for drying sand.

Sand.

Sand dryer and parts.

Shovels.

Track brooms.

Track brushes.

Water.

.....

.....

.....

.....

.....

.....

.....

.....

.....

Account No. 24.**REMOVAL OF SNOW AND ICE.**

Charge to this account all expenditures for removal of snow and ice from tracks, whether done by the company or otherwise, including labor, material, tools, and expenses, cost of salt and delivering of same in car-houses or bins, and the wages of men engaged in salting track and operating snow-plows, sweepers, scrapers, etc.

The cost of feed and keep of horses used in connection with this work should be charged to account No. 30.

The cost of repairs and renewals of harness, wagons, salt-cars, snow-plows, sweepers, scrapers, and miscellaneous snow equipment used in connection with this work should be charged to account No. 8.

General.**Account No. 25.****SALARIES OF GENERAL OFFICERS.**

Charge to this account salaries of president, vice-president, secretary, treasurer, auditor, general manager, assistant general manager, chief engineer, general superintendent, purchasing agent, and all other officers whose jurisdictions extend over the entire system.

Account No. 26.**SALARIES OF CLERKS.**

Charge to this account the salaries of bookkeepers, cashiers, receivers, paymasters, stenographers, clerks employed in counting cash, tickets, and transfers, and all other clerks employed in the general office or elsewhere.

Account No. 27.**PRINTING AND STATIONERY.**

Charge to this account all expenditures for printing, stationery, and stationery supplies, except as hereinafter provided.

The cost of printing tickets and transfers should be charged to account No. 22.

The cost of printing briefs and other legal papers should be charged to account No. 34 or 35.

The cost of printing signs, posters, and other advertising matter should be charged to account No. 31.

Following is a list of some of the items chargeable to this account:

Arm rests.	Paper cutters.
Binders.	Paper fasteners.
Blanks.	Paper files.
Blank books.	Paper weights.
BlotTERS.	Pencils.
Blotting paper.	Pencil erasers.
Carbon paper.	Pens.
Coin bags.	Pen holders.
Copy (impression) books.	Pen racks.
Copying brushes.	Pins.
Dating stamps.	Printing (except printing charged to accounts Nos. 22, 31, 34, 35).
Envelopes.	Rubber bands.
Eyelets.	Rubber stamps.
Eyelet punches.	Rulers.
Erasers.	Scrap books.
Hektographs.	Sealing wax.
Indexes.	Seals.
Ink.	Shears.
Ink stands.	Shipping tags.
Ink erasers.	Shipping tickets.
Letter presses.	Short hand books.
Mechanical calculators.	Sponges.
Mimeographs.	Sponge cups.
Money tags.	Tissue (impression) paper.
Money wrappers.	Type writers.
Mucilage and brushes.	Type writer supplies.
Numbering stamps.	Twine.
Oil paper.	Waste baskets.
Paper (all kinds).	Wrapping paper.
Paper baskets.	
Paper clips.	

.....

.....

.....

Account No. 28.**MISCELLANEOUS OFFICE EXPENSES.**

Charge to this account the cost of office supplies, repairs, and renewals of office furniture, wages of janitors, porters, and messengers, and all other office expenses.

The cost of printing, stationery, and stationery supplies should be charged to account No. 27, except as otherwise provided.

Following is a list of some of the items chargeable to this account:

Brooms.	Newspapers.
Brushes.	Periodicals.
Buckets.	Postage.
Chamois skins.	Soap.
Dusters.	Sponges.
Fuel.	Sprinkling cans.
Ice.	Towels.
Internal revenue stamps.	Towel service.
Light.	Water.
Mops.	

.....

.....

.....

.....

.....

.....

.....

.....

Account No. 29.**STORE-ROOM EXPENSES.**

Charge to this account all salaries and expenses in connection with store-rooms, including cost of sending material and supplies from general store-room to branch store-rooms, and the collecting of scrap material.

Account No. 30.

STABLE EXPENSES.

Charge to this account the cost of feed, keep, and shoeing of horses, and all other stable expenses.

This account should include the stable expenses of all horses, regardless of where they are used.

Replacing horses lost by death or worn out in service, depreciation in value of horses, and repairs and renewals of harness and vehicles should be charged to account No. 8.

Following is a list of some of the items chargeable to this account:

Bedding.	Horse shoeing supplies.
Blankets.	Horse shoeing (by contract).
Brooms.	Hose.
Brushes.	Hostlers, wages of.
Buckets.	Ice.
Chamois skins.	Light.
Curry combs.	Medicine.
Dusters.	Salt.
Feed.	Sponges.
Fire buckets.	Sprinkling cans.
Fire extinguishers.	Stablemen, wages of.
Fuel.	Veterinarian (salary or fees).
Horse shoers, wages of.	Water.

.....
.
.....
.....
.....
.....

Account No. 31.

ADVERTISING AND ATTRACTIONS.

Charge to this account the cost of advertising of every description, including printing hand-bills, dodgers, posters, folders, etc., net expense of music, parks, park properties and resorts (after deducting all income from admittance fees, sale of privileges, etc.), and all donations made and other expenses incurred for the purpose of attracting travel.

Account No. 32.**MISCELLANEOUS GENERAL EXPENSES.**

Charge to this account the cost of public telephone service, maintaining and operating private telephone system, telegrams, subscriptions, and donations (except those provided for in account No. 31), traveling expenses of general officers and others connected with general office, and contingent expenses connected with the general management not otherwise provided for.

Account No. 33.**DAMAGES.**

Charge to this account all expenditures on account of property damaged and persons killed or injured, salaries and expenses of claim agents, investigators, adjusters, and others engaged in the investigation of accidents and adjustment of claims, salaries, fees, and expenses of surgeons and doctors, nursing, hospital attendance, medical and surgical supplies, fees, and expenses of coroners and undertakers, fees of witnesses and others, except lawyers' fees and court costs and expenses.

Following is a list of some of the items chargeable to this account:

Accident insurance premiums.	Doctors' fees or salaries.
Adjusters' expenses.	Funeral expenses.
Adjusters' salaries.	Hospital expenses.
Claim agents' expenses.	Investigators' expenses.
Claim agents' salaries.	Investigators' salaries.
Coroners' fees and expenses.	Medical supplies.
Damage claims for ejectment from cars.	Nurses' expenses.
Damage claims for electrolysis.	Nurses' fees.
Damage claims for horses killed or injured.	Premiums for accident insurance.
Damage claims for persons killed or injured.	Surgeons' expenses.
Damage claims for property damaged.	Surgeons' fees.
Damage claims for wagons or vehicles damaged.	Surgeons' salaries.
Doctors' expenses.	Surgical supplies.
	Undertakers' expenses.
	Undertakers' fees.
	Witnesses' expenses.
	Witnesses' fees.

.....

.....

.....

Account No. 34.**LEGAL EXPENSES IN CONNECTION WITH DAMAGES.**

Charge to this account all legal expenses incurred in connection with the defense or settlement of damage claims.

The compensation of the general solicitor or counsel and other attorneys engaged partly in the defense and settlement of damage suits and partly in other legal work should be apportioned between this account and account No. 35.

The term "legal expenses" should be understood to include the salary of general solicitor or counsel, salaries, fees, and expenses of attorneys, fees of court stenographers, unless included in court costs, cost of law-books, printing of briefs, court-records, and other papers, court costs, expenses connected with taking depositions, and all other court expenses.

Account No. 35.**OTHER LEGAL EXPENSES.**

Charge to this account all legal expenses except those incurred in connection with the defense or settlement of damage claims.

The compensation of the general solicitor or counsel and other attorneys engaged partly in the defense and settlement of damage suits and partly in other legal work should be apportioned between this account and account No. 34.

Account No. 36.**RENT OF LAND AND BUILDINGS.**

Charge to this account all rents paid for land and buildings used in the operation of the road.

Account No. 37.**RENT OF TRACKS AND TERMINALS.**

Charge to this account all rents paid for tracks and terminals, bridge rentals, and tolls.

The word "terminals" is not meant to refer to depots, car-houses, or other buildings at the termini of the road. Rents for these should be charged to account No. 36.

Account No. 38.**INSURANCE.**

Charge to this account the cost of fire and boiler insurance.

FORMS OF MONTHLY AND ANNUAL REPORTS

FOR

OVERHEAD, UNDERGROUND, THIRD-RAIL, STORAGE
BATTERY, AND SURFACE-CONTACT
ELECTRIC RAILWAYS.

REMARKS.

Taxes on real and personal property used in the operation of the road, track taxes, franchise taxes, taxes upon capital stock, taxes upon gross earnings, car licenses and other vehicle licenses should be treated as fixed charges to be deducted from gross income.

In monthly reports, the month's proportion of each item under "Income from Other Sources," "Deductions from Income," and "Deductions from Net Income" should be debited or credited, currently, each month. If the exact amount is not known, it should be estimated.

In monthly reports, charge to accounts Nos. 36, 37, and 38 respectively, the month's proportion of the total annual charge for rent of land and buildings used in the operation of the road, rent of tracks and terminals, and insurance, as nearly as the same can be ascertained, and not the amount which may have been actually paid in the month.

If a company conducts the business of selling or renting advertising space in its cars, instead of leasing the privilege so to do to someone else, the amount shown as "Income from Advertising" should be the net income from this source after deducting all expenses of conducting the business.

"Income from Rent of Land and Buildings" refers to rents received from real estate not used in the operation of the road, and the amount shown in the report should be the net amount received after deducting all taxes, insurance, water rents or rates, cost of repairs, and other expenses connected with such real estate.

Under "Miscellaneous Income" should be shown the income from sale of power in excess of the actual cost of producing the power sold.

Income from the operation of parks, park-resorts, or similar property, should appear under "Miscellaneous Income," and the amount shown should be the net amount received after deducting all expenses connected with such operation.

If advertising results in a loss, if power is sold at less than the cost of producing it, or if the expense in connection with real estate not used in the operation of the road exceed the income from that source, the loss or deficit should appear under "Miscellaneous Deductions from Income."

If deficit be shown in monthly or annual report, substitute the word "Deficit" for "Surplus."

Monthly Report.

EARNINGS FROM OPERATION.

Passenger Receipts,.....	.....
Chartered Cars,.....	.....
Freight,.....	.....
Mail,.....	.....
Express,.....	.....
Gross Earnings from Operation,.....	.....
Operating Expenses,.....	.....
Net Earnings from Operation,.....	.....

INCOME FROM OTHER SOURCES.

Advertising,.....	.....
Rent of Land and Buildings,.....	.....
Rent of Tracks and Terminals,.....	.....
Interest and Dividends on Securities Owned,.....	.....
Interest on Deposits,.....	.....
Miscellaneous,.....	.....
Total Income from other Sources,.....	.....
Gross Income,.....	.....

DEDUCTIONS FROM INCOME.

Taxes,.....	.....
Interest on funded debt,.....	.....
Interest on real estate mortgages,.....	.....
Interest on floating debt,.....	.....
Rentals of leased lines,.....	.....
Miscellaneous,.....	.....
Total deduction from income,.....	.....
Net income,.....	.....

DEDUCTIONS FROM NET INCOME.

Preferred stock dividends,.....	.....
Common stock dividends,.....	.....
Additions and betterments,.....	.....
Sinking fund,.....	.....
Total deductions from net income,.....	.....
Surplus for month,.....	.....
Surplus carried forward from last month, as per balance sheet,.....	.....
Surplus at end of month, as per general balance sheet,.....	.....

Annual Report.

EARNINGS FROM OPERATION.

Passenger receipts,.....	.....
Chartered cars,.....	.....
Freight,.....	.....
Mail,.....	.....
Express,.....	.....
Gross earnings from operation,.....	.....
Operating expenses,..	.....
Net earnings from operation,.....	.....

INCOME FROM OTHER SOURCES.

Advertising,.....	.....
Rent of land and buildings,.....	.....
Rent of tracks and terminals,.....	.....
Interest and dividends on securities owned,.....	.....
Interest on deposits,.....	.....
Miscellaneous,.....	.....
Total income from other sources,.....	.....
Gross income,.....	.....

DEDUCTIONS FROM INCOME.

Taxes,.....	.....
Interest on funded debt,.....	.....
Interest on real estate mortgages,.....	.....
Interest on floating debt,.....	.....
Rentals of leased lines,.....	.....
Miscellaneous,.....	.....
Total deductions from income,.....	.....
Net income,.....	.....

DEDUCTIONS FROM NET INCOME.

Preferred stock dividends,.....	.....
Common stock dividends,.....	.....
Additions and betterments,.....	.....
Sinking fund,.....	.....
Total deductions from net income,.....	.....
Surplus for year,.....	.....
Surplus carried forward from beginning of fiscal year, as per balance sheet,.....	.....
Surplus at close of fiscal year, as per general balance sheet,.....	.....

ALPHABETICAL LIST
OF
ITEMS CHARGEABLE TO OPERATING EXPENSE
ACCOUNTS

FOR

OVERHEAD, UNDERGROUND, THIRD-RAIL, STORAGE-
BATTERY, AND SURFACE-CONTACT
ELECTRIC RAILWAYS.

The following alphabetical list of items chargeable to operating expense accounts of electric railways shows the account, or accounts, to which each item is chargeable. The purpose of this list is that it may serve as a guide in the use of the classification of operating expense accounts recommended by the Street Railway Accountants' Association of America, and bring about a standard method of making charges. It is not a complete list of all items chargeable to the operating expense accounts of electric railway companies, but is an index of many, and perhaps most, of such items.

Item.	A.	Accounts Chargeable.
Accident insurance premiums,.....		33
Adjusters' expenses and salaries,.....		33
Advertising,.....		31
Aids,.....		16
Ammeters (electric plant),.....		5
Architects,.....		3
Arc lights (light),	I, 2, 3	
Arc light carbons (light),.....	I, 2, 9, 14, 22, 28, 29, 30	
Arc light fixtures (light),.....	I, 2, 3	
Arc light globes (light),.....	I, 2, 9, 14, 22, 28, 29, 30	
Armatures and parts,.....	5, 7	
Armature winders (mechanics),.....	5, 7, 9	
Arm rests,.....		27
Ash-conveying machinery (steam-plant),.....		4
Assistant division superintendents,.....		16
Assistant general manager,.....		25
Attorneys' expenses, fees, and salaries,.....		34, 35
Attractions for promoting travel,...		31

Auditor,.....	25
Awnings,....	3
Axles, car,.....	6, 8

.....	
.....	
.....	
.....	
.....	
.....	

B.

Babbitt metal,....	4, 5, 7, 9
Badges, employes',	22
Ballast,.....	1
Batteries for electric bells in cars,.....	21
Batteries, storage (electric plant or cars),.....	5, 7
Bearings for electric equipment of cars,.....	7
Bedding (stable),.....	30
Bells, cars,	6
Bell cord,.....	21
Bell-cord fixtures,.....	6
Belts for steam plant,.....	4
Belts for shops,.....	9
Belt fixtures,.....	4, 9
Belt tighteners,	4, 9
Binders (office),....	27
Blacksmiths (mechanics),.....	1, 2, 3, 4, 5, 6, 7, 8, 9
Blank books,.....	27
Blank forms,.....	27
Blankets (stable),.....	30
Blotters,.....	27
Blotting paper,.....	27
Boiler compounds,.....	9, 14
Boiler fittings,.....	4, 9
Boiler inspection (city or insurance companies),.....	9, 14
Boiler-room employes (power plant),.....	10
Bolts,.....	1, 2, 3, 4, 5, 6, 7, 8, 9
Bolt ends,.....	1, 2, 3, 4, 5, 6, 7, 8, 9

Books (blank-books),.....	27
Bookkeepers,.....	26
Boosters (electric plant),.....	5
Boxes for lightning arresters,.....	2
Braces, rail,.....	1
Brakes (hand or power),.....	6, 8
Brake appliances (hand or power),.....	6, 8
Brake-shoes,.....	6, 8
Brasses (car brasses),.....	6, 7, 8
Brass fixtures (cars),.....	6, 8
Brass trimmings (cars),.....	6
Brick,.....	1, 3
Bridges,.....	1
Bridge rentals,.....	37
Bridge tolls,.....	37
Briefs (printing of law briefs),.....	34, 35
Brooms, corn,.....	9, 14, 21, 22, 28, 29, 30
Boilers, steam plant,.....	4
Boilers, shop,.....	9
Boiler appliances,.....	4, 9
Boiler cleaners,.....	9, 10
Brooms, stable,.....	30
Brooms, track,.....	23
Brushes for car washing,.....	21
Brushes, flue,.....	14
Brushes for generator,.....	14
Brushes, horse,.....	30
Brushes (cars or electric equipment of cars),.....	21
Brushes, scrubbing,.....	9, 14, 21, 22, 28, 29, 30
Brush-holders and parts (electric equipment of cars),.....	7
Buckets,.....	9, 14, 21, 22, 28, 29, 30
Buggies,.....	8
Buggies (material or repair parts),.....	8
Builders' hardware,.....	3
Building material,.....	3
Building permits,....	3
Bumpers (cars),.....	6, 8
.....	
.....	
.....	

C.

Cables, switch-board,	5
Calculators, mechanical,	27
Candles (light),	I, 2, 9, 14, 21, 22, 28, 29, 30
Canvas or duck for cars,	6, 7, 8
Carbons for arc lights (light),	I, 2, 9, 14, 22, 28, 29, 30
Carbon paper,	27
Carpenters (mechanics),	1, 2, 3, 4, 5, 6, 7, 8, 9
Cars, baggage,	6
Cars, express,	6
Cars, freight,	6
Cars, mail,	6
Cars, passenger,	6
Cars, private,	6
Cars, salt,	8
Cars, sand,	8
Cars, sprinkling,	8
Cars, supply,	8
Cars, water,	8
Cars, work,	8
Car cleaners,	20
Car curtains,	6
Car curtain fixtures,	6
Car couplers,	19
Car house employes,	20
Car house foreman,	20
Car inspectors,	20
Car oilers,	20
Car placers,	20
Car seats,	6
Car seat coverings,	6
Car seat fixtures,	6
Car service employes,	19
Car shifters,	20
Car signs,	6
Car sign fixtures,	6
Car springs,	6
Car steps,	6

Car stoves,.....	6
Car stove firemen,.....	20
Car stove fixtures,.....	6
Car wiring,.....	7
Carts,.....	8
Carts (material or repair parts),.....	8
Cashiers,.....	26
Cement,.....	I, 2, 3, 4, 9
Chairs, for rails,.....	I
Chamois skins,.....	9, 14, 21, 22, 28, 29, 30
Charcoal,.....	2, 9
Chief engineers, civil, electrical, mechanical,.....	25
Chief engineers (of power plant),.....	10
Chimneys, for headlights,.....	21
Cinders, for ballast,.....	I
Circuits (heat, light, power), for cars,.....	7
Circuit-breakers (electric plant or cars),.....	5, 7
Cisterns,.....	3
Claim agents' expenses and salaries,.....	33
Clamps, for poles,.....	2
Clamps, for welding rail-joints,.....	I
Clerks,.....	I, 2, 3, 4, 5, 6, 7, 8, 9, 26, 29
Clutches (steam plant or shop),.....	4, 9
Coal, for heating,.....	I, 2, 9, 21, 22, 23, 28, 29, 30
Coal, for power,.....	11
Coal-conveying machinery (steam plant),.....	4
Coal hods (for car stoves),.....	21
Coal passers (steam plant),.....	10
Coin bags,.....	27
Coke, for heating,.....	I, 2, 9, 21, 22, 23, 28, 29, 30
Coke, for welding rail-joints,.....	I
Commutators and parts (electric plant or cars),.....	5, 7
Condensers (steam plant),.....	4
Conductors (of revenue cars),.....	17
Conductors, for underground trolley,.....	2
Conductors' books,.....	22
Conductors' fare boxes,.....	22
Conductors' punches,.....	22
Conduits,.....	2
Contacts (for surface-contact roads),.....	2
Contact boxes (for surface-contact roads),.....	2
Contact shoes (for surface-contact cars),.....	7
Contact shoes (for third-rail cars),.....	7

Contingent expenses,.....	32
Controllers and parts (cars),.....	7
Copying (impression) books,.....	27
Copying brushes,.....	27
Cord, bell,.....	21
Cord, for electric line,.....	2
Cord, register,.....	21
Cord, trolley,.....	21
Coroner's expenses and fees,.....	33
Cotters,.....	6, 7, 8, 9
Counsel,.....	34, 35
Court costs,.....	34, 35
Court records,.....	34, 35
Court stenographer's fees,.....	34, 35
Cranes (steam plant, shop, car-houses),.....	4, 9
Crews operating snow-plows,.....	24
Crews (operating electric sweepers),.....	24
Crews (operating work cars),.....	23, 24, 29
Cross-arms, iron, for poles,.....	2
Cross-arms, wood, for poles,.....	2
Crossings, track (special work),.....	1
Crossings, electric line,.....	2
Cross-overs, track (special work),.....	1
Culverts,.....	1
Curry combs,.....	30
Curves, track (special work),.....	1
Curve grease,.....	23
Cut-out boxes and parts (cars),.....	7

.....	
.....	
.....	
.....	
.....	
.....	
.....	

D.

Damage claims, ejectment from cars,.....	33
--	----

Damage claims, electrolysis,.....	33
Damage claims, horses injured or killed,.....	33
Damage claims, persons injured or killed,.....	33
Damage claims, property damaged,.....	33
Damage claims, vehicles damaged,.....	33
Dashes and parts (cars),.....	6, 8
Dating stamps (office),.....	27
Depreciation of horses,.....	8
Deposition expenses,.....	34, 35
Division superintendents,.....	16
Division superintendents, assistant,.....	16
Doctors' expenses, fees, and salaries,.....	33
Dodgers (printing),.....	31
Donations, to attractions,.....	31
Donations, other than to attractions,.....	32
Draft machinery,.....	4, 9
Draftsmen,.....	I, 2, 3, 4, 5, 6, 7, 8, 9
Drains,.....	I, 3
Draw-bars for cars,.....	6, 8
Duck or canvas for cars,.....	6, 7, 8
Dusters, feather,.....	9, 14, 21, 22, 28, 29, 30

.....

.....

.....

.....

.....

.....

.....

E.

Economizers (steam plant),.....	4
Electric heaters, for cars,.....	6
Electric sweepers,.....	8
Electricians (mechanics),.....	2, 3, 5, 6, 7, 8, 9
Electroliers (cars),.....	6, 8
Electrolysis,.....	33
Emory cloth,.....	I, 2, 3, 4, 5, 6, 7, 8, 9, 14
Employes (indexed by occupation),.....	

Engineers (chief engineers, civil, electric, mechanical),.....	25
Engineers, chief of power plant,...	10
Engineers (civil, electric, mechanical),.....	1, 2, 3, 4, 5, 6, 7, 8, 9
Engineers in power plant or shop,.....	9, 10
Engineers (steam plant or shop),.....	4, 9
Engine appliances,.....	4, 9
Engine fixtures,.....	4, 9
Engine parts,.....	4, 9
Envelopes,	27
Erasers,.....	27
Excavations, for buildings,.....	3
Expenses, contingent,.....	32
Expenses, depositions,.....	34, 35
Expenses, store-room,.....	29
Eyelets (office),.....	27
Eyelet punches (office),.....	27

.....

.....

.....

.....

.....

.....

F.

Fare boxes (cars),.....	6
Fare boxes, conductors',.....	22
Fare registers,.....	6
Feather dusters,.....	9, 14, 21, 22, 28, 29, 30
Feed,.....	30
Feeders, ground,.....	2
Feeders, overhead,.....	2
Feeder terminals (electric plant),.....	5
Feeders, underground,.....	2
Fields and parts,.....	5, 7
Fences (buildings and enclosures),.....	3
Fences, park,.....	31
Fences, right of way,.....	1

Fenders and parts (cars),.....	6, 8
Fire brick (steam plant or shop),.....	4, 9
Fire buckets,.....	9, 14, 22, 28, 29, 30
Fire clay (steam plant or shop),.....	4, 9
Fire extinguishers,.....	9, 14, 22, 28, 29, 30
Firemen (power plant),.....	10
Firemen (car stoves),.....	20
Fish-plates, track (rail fastenings),..	1
Fixtures for buildings,.....	3
Floor mats for cars,.....	6
Folders,.....	31
Forges (blacksmith shop),...	9
Foremen of car houses,.....	20
Forms, blank,	27
Foundations for buildings,.....	3
Frames, motor,.....	7
Freight,.....	1, 2, 3, 4, 5, 6, 7, 8, 9, 11, 13, 14, 21, 22, 23, 24, 27, 28, 30
Frogs track (special work),.....	1
Fuel (coal, coke, kindling),.....	1, 2, 9, 21, 22, 23, 28, 29, 30
Fuel for power,.....	11
Fuel for car stoves,	21
Funeral expenses,.....	33
Furnaces (boiler),.....	4, 9
Fuses (cars),.....	21
.....	
.....	
.....	
.....	
.....	
.....	
.....	

G.

Garnet paper,.....	1, 2, 3, 4, 5, 6, 7, 8, 9, 14
Gas for fuel for power,.....	11
Gasoline, for electric line,	2
Gates (cars),.....	6
Gears (electric equipment of cars),.....	7
Gear cases and parts,	7

General manager,.....	25
General manager, assistant,.....	25
General solicitor,	34, 35
General superintendent,.....	25
Generators and parts (electric plant),	5
Generator tenders (power plant),.....	10
Glass,.....	3, 6, 8
Globes for arc lamps (light),.....	1, 2, 9, 14, 22, 28, 29, 30
Glue for car repairs,.....	6, 8
Gongs for cars,.....	6, 8
Grab handles for cars,....	6, 8
Grading, for buildings,.....	3
Grading, for track,.....	1
Grate bars, for furnaces (steam plant or shop),	4, 9
Gravel, for track,.....	1
Grease for power plant,	13
Grease for cars,.....	21
Grease for tracks,.....	23
Grease for wagons and other vehicles,.....	30
Guard-rails, track (special work),	1

.....	
.....	
.....	
.....	
.....	
.....	
.....	

H.

Hand-bills,.....	31
Hangers for electric line,.....	2
Hardware (buildings),.....	3
Harness (buggy, cart, wagon),.....	8
Harness (material or repair parts),.....	8
Hauling of material,.....	
.....1, 2, 3, 4, 5, 6, 7, 8, 9, 11, 13, 14, 21, 22, 23, 24, 27, 28, 29, 30	
Hauling of salt,.....	24
Headlights and parts (cars),	6, 8
Headlight tenders,.....	20

Heat circuit, for cars,.....	7
Heaters, electric, for cars,.....	6
Heaters, feedwater,	4, 9
Heating apparatus for buildings,	3
Heating fixtures for buildings,.....	3
Hektographs,.....	27
Hired power,.....	15
Hoists (steam plant, shop or car house),.....	4, 9
Horses, depreciation of,.....	8
Horses, replacement of,.....	8
Horse-shoeing,.....	30
Horse-shoeing supplies,.....	30
Horse-shoers,.....	30
Hose,.....	9, 14, 21, 22, 28, 29, 30
Hospital expenses (persons injured),.....	33
Hostlers,.....	30

.....	
.....	
.....	
.....	
.....	
.....	

I.

I-beams, for buildings,.....	3
Ice, for ice water,.....	I, 2, 9, 14, 22, 28, 29, 30
Impression paper,.....	27
Impression books,.....	27
Incandescent lamp fixtures (light),	I, 2
Incandescent lamps (light),.....	I, 2, 9, 14, 21, 22, 28, 29, 30
Indexes (office),.....	27
Injectors, steam,	4, 9
Ink,.....	27
Ink-stands,.....	27
Inspectors, secret,.....	22
Inspectors, cars,.....	20
Inspectors, motors,.....	20
Inspectors, not secret,.....	16

Insulating material for electric equipment of cars,.....	7
Insulating tape,.....	2, 7
Insulators, overhead,	2
Insulators, third-rail,.....	2
Insulators, underground-trolley,.....	2
Insurance, accident,	33
Insurance, boiler,.....	38
Insurance, fire,.....	38
Internal revenue stamps,.....	28
Investigators' expenses and salaries,.....	33
Iron,.....	I, 2, 3, 4, 5, 6, 7, 8, 9

.....	
.....	
.....	
.....	
.....	
.....	

J.

Janitors,.....	28
Joints, track (not welded),.....	I
Joints, track (welded),.....	I

.....	
.....	
.....	
.....	

K.

Kindling wood (fuel for heating),.....	I, 2, 9, 21, 22, 23, 28, 29, 30
--	---------------------------------

.....	
.....	
.....	

L.

Laborers (indexed by occupation).....	
Labor, manual (maintenance accounts),.....	I, 2, 3, 4, 5, 6, 7, 8, 9
Lamps, incandescent (light),.....	I, 2, 9, 14, 21, 22, 28, 29, 30
Lamp tenders,.....	20
Lampwick (light),.....	I, 2, 9, 14, 21, 22, 28, 29, 30
Lanterns and fixtures (light),.....	I, 2, 9, 14, 22, 28, 29, 30
Laths,.....	3
Lathes,.....	9
Law-books,.....	34, 35
Law briefs,.....	34, 35
Legal expenses, in connection with damages,.....	34
Legal expenses, other than damages,.....	35
Legal papers,.....	34, 35
Letter books,.....	27
Letter presses,.....	27
Life guards for cars,.....	6, 8
Light (lanterns, oil, wick, torches, candles, incandescent lamps, arc light globes, and carbons),.....	I, 2, 9, 14, 21, 22, 28, 29, 30
Light circuits for cars,.....	7
Lighting apparatus for buildings,.....	3
Lighting fixtures for buildings,.....	3
Lightning arresters and parts (line, electric plant, cars),.....	2, 5, 7
Lime, for buildings,.....	3
Linemen,.....	2
Linseed oil (paint),.....	2, 3, 6, 8
Lubricants,.....	9, 13, 21, 30
Lubricators for engines,.....	4, 9
Lumber,.....	I, 3, 6, 8, 9

.....

.....

.....

.....

.....

.....

.....

M.

Machinery, ash-conveying,.....	4
Machinery, coal-conveying,.....	4
Machinery, mechanical-draft,.....	4
Machinery, water-power,.....	4
Machinists (mechanics),.....	I, 2, 3, 4, 5, 6, 7, 8, 9
Magnets, for surface-contact roads,.....	2
Manager (assistant general manager),.....	25
Manager (general manager),.....	25
Man-hole covers, for underground-trolley,.....	I
Man-hole covers, for surface-contact roads,.....	2
Man-hole frames, for underground trolley,.....	I
Man-hole frames, for surface-contact roads,.....	2
Matches,.....	9, 14, 21, 28, 29, 30
Material for buildings,	3
Material not otherwise specified,.....	I, 2, 4, 5, 6, 7, 8, 9
Mechanics (blacksmiths, carpenters, painters, machin- ists, electricians, armature winders, motor re- pairers),.....	I, 2, 3, 4, 5, 6, 7, 8, 9
Medical supplies (damages),.....	33
Medicine for horses,.....	30
Messengers,.....	28
Meters, water,.....	3, 4, 9
Mimeographs,.....	27
Mirrors for cars,.....	6
Molds for welded joints,.....	I
Money tags,.....	27
Money wrappers,.....	27
Mops,.....	9, 14, 21, 22, 28, 29, 30
Motormen (of revenue cars),.....	18
Motormen (of work cars),.....	I, 2, 23, 24, 29
Motor repairers,.....	7
Motors, complete, for cars,.....	7
Motor frames,.....	7
Motor inspectors,.....	20
Motors and motor parts, for shop,.....	9
Mucilage,.....	27
Mucilage brushes,.....	27
Music, for promoting travel,.....	31

.....

.....

.....

.....

N.

Nails,.....	I, 3, 6, 9
Newspapers,.....	28
Numbering stamps (office),.....	27
Nurses' expenses and fees (damage cases),.....	33
Nuts, for bolts,.....	I, 2, 3, 4, 5, 6, 7, 8, 9
Nut-locks, for track (rail fastenings),.....	I

.....

.....

.....

.....

.....

.....

O.

Officers (indexed by titles or positions),.....	
Office furniture, repairs and renewals of,.....	28
Oil, for fuel for power,.....	II
Oil, lubricating,.....	9, 13, 21, 30
Oil, for light,.....	I, 2, 9, 14, 21, 22, 28, 29, 30
Oil-boxes, for cars,.....	6, 8
Oil-cans,.....	14, 21
Oil-paper (office),.....	27
Oilers, car,.....	20
Oilers, power plant,.....	10
Oilers, trolley,.....	20
Oiling devices, for engines,.....	4, 9

.....

.....

P.

Packing, for engines,.....	9, 14
Painting material (linseed oil, turpentine, varnish, white lead, painters' brushes and supplies),.....	2, 3, 6, 8
Painters (mechanics),.....	2, 3, 6, 8
Paper (writing paper, wrapping paper),.....	27
Paper baskets,.....	27
Paper clips,.....	27
Paper cutters,.....	27
Paper fasteners,.....	27
Paper files,.....	27
Paper weights,.....	27
Parks and park properties, for promoting travel,.....	31
Pavers (laborers),.....	I, 2, 3
Paving, in connection with buildings,.....	3
Paving, in connection with electric line,.....	2
Paving, in connection with tracks,.....	I
Paving material,.....	I, 2, 3
Pedestals, for cars,.....	6, 8
Pencils,.....	27
Pencil erasers,.....	27
Pens,.....	27
Pen holders,.....	27
Pen racks,.....	27
Periodicals,.....	28
Permits, for buildings,.....	3
Pig iron, for welding joints,.....	I
Pilots, for cars,.....	6, 8
Pinions, for electric equipment of cars,.....	7
Pins,.....	27
Pins, iron, for cross-arms,.....	2
Pins, wood, for cross-arms,.....	2
Pipe covering (steam pipe),.....	4, 9
Pipes, drain,.....	I, 3
Pipe fittings, steam,.....	4, 9
Pipes, gas,.....	3

Pipes, sewer,	3
Pipes, water,	3
Piping, steam,	4, 9
Pits, in car houses and shops,	3
Plaster,	3
Plows, for underground-trolley cars,	7
Plumbing,	3
Pokers, for car stoves,	21
Poles, iron or wood, for electric line,	2
Pole fixtures,	2
Pole-tops, for iron poles,	2
Polish,	9, 14, 21, 22, 28, 29, 30
Portable registers,	22
Porters,	28
Postage,	28
Posters,	31
Power circuits, cars,	7
Power plant labor (boiler-room, not otherwise specified),	10
Power plant, labor (engine-room not otherwise specified),	10
President,	25
Printing (except transfers, tickets, dodgers, posters, hand-bills, folders, law-books, law briefs, legal papers, charged to ac- counts 22, 31, 34, 35),	27
Printing (advertising matter),	31
Printing (briefs),	34, 35
Printing (dodgers),	31
Printing (folders),	31
Printing (hand-bills),	31
Printing (legal papers),	34, 35
Printing (posters),	31
Printing (tickets),	22
Printing (transfers),	22
Pulleys,	4, 9
Pumps, steam,	4, 9
Punches, conductors',	22
Purchasing agent,	25
Purifiers (steam plant),	4

.....

.....

.....

Q.

R.

Rags,.....	13, 21
Rails, for track,.....	1
Rail bonds, electric line,.....	2
Rail-braces, track (rail fastenings),.....	1
Rail chairs, track (rail fastenings),.....	1
Rattan, for sweepers,.....	8
Receivers (employes counting receipts),.....	26
Receivers, for steam plant,.....	4
Register cord,.....	21
Registers (stationary fare registers),.....	6
Removing snow,.....	24
Rent of bridges,.....	37
Rent of land and buildings,.....	36
Rent of tracks and terminals,.....	37
Replacing horses,.....	8
Resorts for promoting travel,.....	31
Rheostats for electric plant or cars,.....	5, 7
Rivets,.....	1, 2, 3, 4, 5, 6, 7, 8, 9
Roadmasters,.....	1
Road officers,.....	16
Roofing material,.....	3
Rope (trolley rope),.....	21
Rubber bands,.....	27
Rubber stamps,.....	27
Rulers,.....	27

.....
.....
.....
.....
.....
.....
.....

S.

Salaries (indexed by titles or positions).....	.....
Salt,	24, 30
Sand,	I, 2, 3, 23
Sand boxes, attached to cars,	6, 8
Sand dryer and parts, for drying sand,	23
Sand paper,	I, 2, 3, 4, 5, 6, 7, 8, 9, 14
Scales, platform,	3
Scrap-books,	27
Screens, wire (for buildings),	3
Screens, wire (for cars),	6
Screws,	I, 2, 3, 4, 5, 6, 7, 8, 9
Seals,	27
Sealing wax,	27
Seats, for cars,	6
Seat coverings, for cars,	6
Seat fixtures, for cars,	6
Secretary,	25
Secret inspection,	22
Separators (steam plant),	4
Sewer connections, for underground-trolley,	2
Sewer connections, for steam plant,	4
Sewer traps, for underground-trolley,	2
Sewering, for buildings,	3
Shafting, for steam plant or shop,	4, 9
Shafts, for motors,	7
Shakers, for car stoves,	21
Shears, for office,	27
Shelving, for buildings,	3
Shipping tags,	27

Shipping tickets,	27
Shorthand books,	27
Shovels, for track cleaning,	23
Shovels, for removing snow,	24
Shovels, for car stoves,	21
Side-walks,	3
Signals and signaling apparatus,	2
Signs and sign fixtures, for cars,	6
Slot-rails, for underground-trolley,	1
Snow-plows,	8
Snow-plow crews,	24
Snow-scrapers,	8
Snow-shovelers,	24
Snow-sleds,	8
Snow-sweepers,	8
Soap,	9, 14, 21, 22, 28, 29, 30
Solder and soldering salts, for electric line,	2
Solicitors, general,	34, 35
Spikes,	1, 3
Sponges,	9, 14, 21, 22, 27, 28, 29, 30
Sponge cups, for office,	27
Sprinkling cans,	9, 14, 22, 28, 29, 30
Stablemen,	30
Stacks, steam plant or shop,	4, 9
Starters,	19
Steam fittings, for steam plant or shop,	4, 9
Steel,	1, 2, 3, 4, 5, 6, 7, 8, 9
Stenographers,	26
Stokers, mechanical,	10
Stone,	1, 2, 3
Storage batteries, for electric plant,	5
Storage batteries, for cars,	7
Store-keepers,	29
Store-room clerks,	29
Store-room employes,	29
Store-room expenses,	29
Stoves, for cars,	6
Stove blacking, for car stoves,	21
Stove fixtures, for cars,	6
Subscriptions, to attractions,	31
Subscriptions, other than to attractions,	32
Sub-ways,	1
Superintendence,	1, 2, 3, 4, 5, 6, 7, 8, 9
Superintendents, division,	16
Superintendents, assistant division,	16

Superintendents, general superintendents,.....	25
Surgeons' expenses, fees and salaries,.....	33
Surgical supplies,.....	33
Suspensions, for electric line,.....	2
Sweepers, electric,.....	8
Sweeper crews,.....	24
Switches, track (special work),.....	1
Switches, overhead, electric line,.....	2
Switches, for electric plant,.....	5
Switch boards, for electric plant,.....	5
Switch board tenders,.....	10
Switch mates, track (special work),.....	1
Switch tenders,....	19

.....

.....

.....

.....

.....

.....

.....

T

Tanks (steam plant),.....	4
Tape, insulating,.....	2, 7
Teamsters,.....	1, 2, 3, 4, 5, 6, 7, 8, 9, 23, 24
Telegrams,.....	32
Telephone system, private,.....	32
Telephone service, public,.....	32
Terminals, for electric line,.....	2
Terminals, for electric equipment of cars,.....	7
Terminals, feeder,.....	5
Third rails (third-rail system),	2
Tickets, printing of,.....	22
Ties,.....	1
Tie-plates (rail fastenings),.....	1
Tie-rods (rail fastenings),	1
Time keepers,.....	1, 2, 3, 4, 5, 6, 7, 8, 9
Tissue (impression) paper,.....	27
Tolls, bridge,.....	37
Tools, hand,.....	1, 2, 3, 4, 5, 6, 7, 8, 9, 14, 21, 22

U.

Undertakers' expenses and fees,.....	33
Uniforms,.....	22

.....	
.....	
.....	
.....	

V.

Varnish (paint),.....	3, 6, 8
Vehicles (buggies, carts, snow-scrapers, snow-sleds, wagons, work-cars),.....	8
Ventilating apparatus and fixtures,.....	3
Veterinarian,.....	30
Vice-president,.....	25

.....	
.....	
.....	
.....	

W.

Wages (indexed by occupation),.....	
Wagons,.....	8
Washers (not car-washers),.....	I, 2, 3, 4, 5, 6, 7, 8, 9
Waste,.....	9, 13, 21
Waste baskets,.....	27
Waste cans,.....	14
Watchmen,.....	I, 2, 3, 4, 5, 6, 7, 8, 9, 20
Water,.....	I, 2, 3, 9, 14, 21, 22, 23, 28, 29, 30
Water barrels,.....	I, 2, 9, 14, 22, 28, 29, 30
Water connections,.....	3, 4, 9
Water coolers,.....	I, 2, 9, 14, 22, 28, 29, 30
Water dippers,.....	I, 2, 9, 14, 22, 28, 29, 30
Water, for steam power,.....	12
Water, for operating water-power machinery,.....	12

Water-gauge glasses,.....	14
Water meters,.....	3, 4, 9
Water pails,.....	I, 2, 9, 14, 21, 22, 28, 29, 30
Water-power machinery,.....	4
Water tenders, for steam plant,.....	10
Water tenders, for water-power plant,.....	10
Welding compound,.....	9
Wells,.....	3
Wheels, for cars,.....	6, 8
Wheels, trolley,.....	7
White lead (paint),.....	2, 3, 6, 8
Wire, for buildings,.....	3
Wire, feed,.....	2
Wire, guard,.....	2
Wire screens, for buildings,.....	3
Wire screens, for cars,.....	6
Wire, span,.....	2
Wire, strain,.....	2
Wire, supplementary,.....	2
Wire, trolley,.....	2
Wiring cars,.....	7
Witnesses' expenses and fees,.....	33
Woodwork, for buildings,.....	3
Woodwork, for cars,.....	6, 8
Work-car crews,.....	I, 2, 23, 24, 29
Wrapping paper,.....	27
Wrecking expenses,.....	22

.....

.....

.....

.....

.....

.....

Y.

Yokes, for underground trolley,.....I

.....

.....

.....

.....

GRADE CROSSINGS.

TABLE SHOWING THE HIGHWAY CROSSINGS IN EACH
RAILROAD

Towns.	No. of crossings.	Over the track.	Under the track.	At grade.	With gates.	With flagmen.	With signal bells.	Constructed since rail-road was built.	For access to stations.	Trespass crossings.
Andover,	8	...	2	6	...	...	...	...	...	...
Ansonia,	3	1	...	2	1	...	...	...	...	...
Avon,	8	...	1	7	...	...	...	...	...	...
Barkhamsted,	5	...	...	5	...	...	...	...	...	...
Beacon Falls,	4	...	1	3	...	...	...	...	...	1
Berlin,	10	3	1	6	...	...	...	...	...	...
Bethel,	17	...	2	15	2	...	...	1	...	...
Bloomfield,	12	...	...	12	...	...	...	...	...	...
Bolton,	5	2	...	3	...	1	...	...	...	...
Branford,	11	5	6	...	...	...	...	2	...	...
Brookfield,	17	1	1	15	...	...	...	...	...	1
Bridgeport,	31	2	2	27	16	1	...	20	1	11
Bristol,	18	2	2	14	2	1	...	2	...	...
Burlington,	2	...	1	1	...	...	...	...	...	...
Canton,	16	2	...	14	...	...	2	...	...	...
Canaan,	8	...	1	7	...	...	...	1	1	1
Canterbury,	2	...	...	2	...	...	...	...	...	...
Chaplin,	1	...	1	...	...	...	...	...	...	...
Chatham,	7	1	2	4	...	...	...	...	...	...
Chester,	4	...	...	4	...	...	...	...	...	...
Cheshire,	22	3	8	11	...	...	...	...	...	...
Clinton,	6	1	3	2	...	...	...	...	...	...
Colchester,	6	...	1	5	...	...	...	...	...	...
Columbia,	2	...	...	2	...	...	...	...	...	...
Cornwall,	17	1	...	16	...	...	...	2	1	1
Coventry,	4	...	...	4	...	...	...	...	...	...
Cromwell,	12	1	2	9	...	...	...	...	...	1
Danbury,	22	2	4	16	3	2	...	...	2	3
Darien,	7	2	3	2	...	...	...	...	...	...
Derby,	11	1	...	10	3	2	...	...	...	7
Durham,	1	...	1	...	...	...	...	...	...	...
East Haven,	2	2	...	...	...	...	...	...	...	...
East Hartford,	8	...	...	8	...	1	...	...	...	...
East Lyme,	2	...	2	...	...	...	...	...	...	...
East Windsor,	10	...	...	10	...	...	...	...	...	...
Ellington,	5	...	1	4	...	...	...	...	...	...
Enfield,	12	...	2	10	...	...	...	1	...	3
Essex,	7	...	...	7	...	...	...	...	...	...
Fairfield,	12	4	8	...	...	...	...	...	...	...
Farmington,	12	...	1	11	...	...	...	...	...	...
Franklin,	4	...	...	4	...	...	...	...	...	...
Granby,	5	...	...	5	...	...	...	...	...	...
Greenwich,	12	3	9	...	...	...	...	1	...	...
Griswold,	5	...	...	5	1	...	...	...	...	1
Groton,	17	4	8	5	...	2	...	1	...	1
Guilford,	5	2	1	2	...	...	...	...	...	...
Haddam,	7	1	...	6	...	...	...	...	...	...
Hampton,	9	3	...	6	...	...	...	1	...	...
Hamden,	4	3	5	6	...	...	...	...	4	4
Hartford,	50	10	15	25	16	3	...	6	...	3
Hebron,	7	...	...	7	...	...	...	...	...	...
Huntington,	2	1	...	1	...	...	...	...	...	...
Totals carried over,	506	63	97	346	44	13	2	38	9	38

TOWN, AND ON EACH RAILROAD, AS REPORTED BY THE COMPANIES.

HIGHWAY CROSSINGS AT GRADE ON EACH RAILROAD.

B. & N. Y. A. L. R.	D. & N. R. R.	H. & C. V. R. R.	H. & C. W. R. R.	Housatonic R. R.	M., M. & W. R. R.	Naugatuck R. R.	N. H. & D. R. R.	N. H. & N. R. R.	N. L. N. R. R.	N. E. R. R.	N. Y., N. H. & H. R. R.	N. Y., P. & B. R. R.	Nor. & Wor. R. R.	S., L. & N. R. R.	Shore Line Ry.	South Manches- ter R. R.	Total.
...	6	...	...	...	...	...	...	6
...	2	...	...	...	...	...	...	...	...	...	2
...	5	...	...	3	...	7	...	...	...	...	...	...	...	...	7
...	6	...	...	...	...	...	5
...	15	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3
...	12	...	...	...	...	...	...	3	...	...	...	...	...	...	6
...	13	...	...	...	...	...	2	...	...	...	...	...	...	15
...	9	...	...	...	...	...	14	18	...	...	...	...	...	27
...	1	...	...	...	...	...	...	...	...	14
...	11	...	...	...	...	3	...	...	...	...	...	...	...	...	1
...	7	...	...	...	...	...	2	...	...	...	...	...	...	14
...	7
...	2
4	4
...	...	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4
...	11	...	...	...	...	...	...	...	...	11
...	2	...	2
5	5
1	16	...	...	...	...	...	1	...	...	...	...	...	...	2
...	1	3	...	...	...	...	...	...	16
...	...	3	...	...	4	...	...	...	...	...	2	...	...	...	...	...	4
...	4	...	...	1	...	...	...	...	...	11	...	...	...	...	...	...	9
...	2	...	...	...	...	...	16
...	7	3	...	...	...	...	...	...	...	...	...	2
...	10
...	8	...	...	...	...	...	...	...
...	10	...	...	...	...	...	...	8
...	1	3	...	...	...	...	...	...	10
...	8	2	...	...	...	...	...	4
...	10
...	7
...	11	...	...	...	...	...	...	...	...	11
...	4	...	...	...	...	...	...	...	4
...	5	...	...	...	...	...	...	...	...	5
...
...	5	5	...	...	...	5
...	5
...	...	6	...	...	...	...	...	...	...	...	...	...	...	...	2	...	2
...	6	...	...	...	...	...	...	6
...	...	6	2	...	...	...	...	5	...	8	1	...	...	...	...	...	6
...	9	...	...	...	...	...	6
7	25
...	1	...	...	...	...	...	...	...	...	...	...	...	...	7
...	1
17	19	26	30	47	4	10	5	43	6	85	40	5	5	...	4	...	346

TABLE SHOWING THE HIGHWAY CROSSINGS IN EACH
RAILROAD

TOWNS.	No. of crossings.	Over the track.	Under the track.	At grade.	With gates.	With flagmen.	With signal bells.	Constructed since railroad was built.	For access to stations.	Trespass crossings.
Totals brought over, . . .	506	63	97	346	44	13	2	38	9	38
Kent,	10	2	...	8	...	...	...	1	1	...
Killingly,	9	1	1	7	2	...	...	...	...	2
Lebanon,	5	2	...	3	...	...	...	...	...	...
Ledyard,	1	1	...	...	...	...	...	...	...	...
Litchfield,	17	1	...	16	...	...	...	1	...	2
Lisbon,	6	1	2	3	...	...	...	...	...	...
Madison,	6	3	3	...	...	...	...	...	...	...
Manchester,	13	1	3	9	...	1	...	2	...	...
Mansfield,	9	1	...	8	...	...	...	...	...	...
Meriden,	28	8	6	14	9	...	...	5	...	...
Middlebury,	3	...	1	2	...	...	...	...	...	...
Middlefield,	8	1	1	6	...	...	...	...	...	...
Middletown,	41	10	5	26	4	...	7	...	...	...
Milford,	17	6	8	3	...	...	...	...	...	1
Montville,	3	...	...	3	...	...	...	...	...	...
Monroe,	10	...	4	6	...	...	...	...	1	1
Morris,	4	...	...	4	...	...	...	1	...	...
Naugatuck,	9	...	2	7	3	...	...	...	...	...
New Britain,	23	2	1	20	8	5	1	...	...	...
New Canaan,	4	1	...	3	...	...	...	1	...	...
Newington,	7	...	1	6	2	...	1	1	...	2
New Haven,	54	39	4	11	4	2	...	7	...	9
New Hartford,	11	...	3	8	...	...	1	...	...	...
New London,	15	2	5	8	6	1	...	...	...	8
New Milford,	24	...	1	23	1	...	...	2	...	...
Newtown,	45	2	2	41	...	...	...	2	1	1
Norfolk,	8	3	2	3	...	...	...	...	...	...
North Canaan,	15	...	1	14	1	...	...	1	1	1
North Haven,	7	1	1	5	...	1	...	1	...	1
Norwalk,	31	3	12	16	2	...	...	...	3	7
Norwich,	15	7	1	7	...	2	1	...	2	2
Old Lyme,	6	3	3	...	...	...	...	...	...	...
Old Saybrook,	12	3	1	8	...	...	2	...	...	...
Orange,	25	4	13	8	...	...	...	1	...	2
Oxford,	7	2	...	5	...	...	...	...	...	...
Pomfret,	9	3	1	5	...	...	...	...	...	...
Portland,	11	1	4	6	...	...	...	...	...	...
Plainfield,	24	1	...	23	...	...	...	...	...	2
Plainville,	6	1	...	5	1	...	1	...	...	2
Plymouth,	9	4	...	5	...	...	...	1	...	...
Prospect,	2	1	1	...	...	...	...	...	...	...
Putnam,	16	4	5	7	4	...	...	...	...	...
Redding,	10	...	2	8	...	...	...	...	...	...
Ridgefield,	10	...	...	10	...	...	...	...	...	...
Rocky Hill,	3	...	...	3	...	...	...	...	...	...
Roxbury,	5	...	...	5	...	...	...	...	...	...
Salisbury,	12	1	2	9	...	...	3	...	...	...
Saybrook,	3	...	...	3	...	...	...	...	...	...
Seymour,	5	1	...	4	2	1	...	...	...	...
Totals carried over,	1,139	190	199	750	93	26	19	65	18	81

TOWN, AND ON EACH RAILROAD, AS REPORTED BY THE COMPANIES.

HIGHWAY CROSSINGS AT GRADE ON EACH RAILROAD.

B. & N. Y. A. L. R. R.	D. & N. R. R.	H. & C. V. R. R.	H. & C. W. R. R.	Housatonic R. R.	M., M. & W. R. R.	Naugatuck R. R.	N. H. & D. R. R.	N. H. & N. R. R.	N. L. N. R. R.	N. E. R. R.	N. Y., N. H. & H. R. R.	N. Y. P. & B. R. R.	Nor. & Worces- ter R. R.	S., L. & N. R. R.	Shore Line Ry.	South Manches- ter R. R.	Total.
17	19	26	30	47 8	4	10	5	43	6	85	40	5	5	....	4	....	346
3													7				8
							9							7			7
																	3
																	16
																	3
																	9
																	8
																	14
																	2
6																	6
3		17			5		3				1						26
																	3
				6					3								3
																	6
																	4
						6				1				4			7
										12	8						20
											3						3
										3	3						6
								6			5						11
			4					4									8
				23					2				6				8
	5			21						10							23
			3												5		41
			9	5													3
4																	14
	16								4		1						5
																	16
		6											3				7
															2		8
							8										8
										5							5
6										5							5
																	6
										11			12				23
								2		3							5
										5							5
										3			4				7
	8																8
	10																10
		3															3
																	5
			9											5			9
		3															3
						4											4
39	58	55	55	110	13	32	13	55	23	154	71	11	31	21	6	3	750

TABLE SHOWING THE HIGHWAY CROSSINGS IN EACH
RAILROAD

TOWNS.	No. of crossings.	Over the track.	Under the track.	At grade.	With gates.	With flagmen.	With signal bells.	Constructed since railroad was built.	For access to stations.	Trespass crossings.
Total brought over,	1,139	190	199	750	93	26	19	65	18	81
Simsbury,	17	1	2	14	...	1	...	...	...	...
Southbury,	12	1	6	5	...	...	...	1	...	...
Southington,	17	...	...	17	2	...	...	3	1	2
South Windsor,	10	...	...	10	...	...	...	...	...	...
Sprague,	4	...	...	4	...	...	...	...	...	...
Stafford,	8	...	...	8	...	...	...	...	...	2
Stamford,	12	3	6	3	...	...	...	2	...	...
Sterling,	5	...	...	5	...	...	2	...	...	...
Stonington,	14	2	1	11	8	...	...	2	...	2
Stratford,	6	1	5	...	...	...	...	2	...	...
Suffield,	8	...	2	6	...	...	...	...	...	...
Tolland,	1	...	...	1	...	...	...	...	...	...
Torrington,	9	1	...	8	1	...	...	...	...	2
Thomaston,	3	...	...	3	1	...	...	...	...	1
Thompson,	25	2	3	20	...	...	1	1	1	3
Trumbull,	6	...	...	6	...	...	...	...	...	1
Vernon,	16	...	6	10	...	1	...	...	...	...
Wallingford,	20	2	2	16	2	...	...	...	...	...
Washington,	13	...	...	13	...	...	...	2	...	1
Waterbury,	27	6	8	13	2	2	...	...	...	6
Waterford,	5	1	2	2	...	...	1	...	...	...
Watertown,	5	...	3	2	...	...	...	...	...	...
Westbrook,	4	3	1	...	...	...	...	...	...	...
West Hartford,	4	...	1	3	...	...	...	...	...	1
Westport,	10	6	4	...	...	...	...	...	...	...
Wethersfield,	8	...	...	8	1	...	...	...	...	...
Windsor,	12	...	...	12	...	2	1	...	...	...
Windsor Locks,	3	...	...	3	...	...	...	...	...	...
Windham,	22	2	3	17	3	2	...	...	1	4
Wilton,	16	1	...	15	...	...	...	...	...	1
Willington,	5	...	...	5	...	...	...	1	...	...
Winchester,	13	1	4	8	...	1	...	...	...	...
Total,	1,479	223	258	998	113	35	24	79	21	107

TOWN, AND ON EACH RAILROAD, AS REPORTED BY THE COMPANIES.

HIGHWAY CROSSINGS AT GRADE ON EACH RAILROAD.

B. & N. Y. A. L. R. R.	D. & N. R. R.	H. & C. V. R. R.	H. & C. W. R. R.	Housatonic R. R.	M., M. & W. R. R.	Naugatuck R. R.	N. H. & D. R. R.	N. H. & N. R. R.	N. L. N. R. R.	N. E. R. R.	N. Y., N. H. & H. R. R.	N. Y., P. & B. R. R.	Nor. & Worcester R. R.	S., L. & N. R. R.	Shore Line Ry.	South Manches- ter R. R.	Total.
29	58	55	55	110	13	32	13	55	23	154	71	11	31	21	6	3	750
..	7	..	..	..	..	7	..	..	..	..	..	1	..	..	14
..	17	..	4	..	..	..	..	..	..	5
..	10	..	..	..	..	..	..	17
..	4	..	..	..	..	..	..	10
..	8	..	..	..	..	..	..	..	4
..	3	..	..	..	..	..	8
..	5	..	..	..	..	..	..	3
..	11	..	..	..	..	5
..	6	..	..	..	..	..	11
..	8	..	..	1	..	..	..	..	..	..	..	6
..	3	..	..	..	..	..	..	..	..	..	..	1
..	6	..	..	..	..	..	12	..	..	8	..	..	..	8
..	3
..	10	..	..	..	..	..	..	20
7	9	..	..	..	..	..	6
..	6	..	..	7	..	..	..	13	..	..	10
..	1	..	..	..	..	..	1	..	16
..	2	..	..	..	..	..	..	..	..	..	..	13
..	13
..	2	1	..	..	..	..	..	2
..	2
..	3
..	..	8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	8
..	12	..	..	..	..	..	12
1	6	10	3	..	..	..	..	..	3
..	15	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	17
..	5	..	..	..	..	..	..	..	15
..	7	..	..	1	..	..	..	..	..	..	..	..	..	..	5
..	8
47	73	63	69	116	13	52	13	79	44	218	105	22	39	35	7	3	998

The crossings reported on the N. Y., N. H. & H. R. R. include those on the Stamford & New Canaan R. R., and the Middletown, New Britain, and Suffield branches.

The N. E. R. R. includes the Connecticut Central Railroad.

The Naugatuck R. R. includes the Watertown & Waterbury R. R.

The B. & N. Y. A. L. R. R. includes the Colchester Branch.

The above tables are based upon reports originally made in 1888, and corrected by the railroad companies up to date of this report.

STATISTICAL TABLES.

TABLE I.

Number.	1	2	3	4		5		6		7		8		9		10	
		Chartered.	Opened for use.	LOCATION OF ROAD.		Total.	In Conn.	Total.	In Conn.	Total.	In Conn.	Total.	In Conn.	Total.	In Conn.	Total.	In Conn.
	NAMES OF ROADS AND BRANCHES. [Branches in <i>Italics</i> .]			From	To											LENGTH OF ROAD, SINGLE TRACK MILES.	
1	Boston & New York Air Line, ¹	1875	1870-73	New Haven, Ct.	Williamantic, Ct.	52.26	52.26	5.23	5.23					13.15	13.15	70.64	70.64
2	Central New England,	1892	1892	Campbell Hall, N. Y.	Silvernails, N. Y.	57.00	.....	4.60	.....					15.75	.....	77.95	.....
3	Dutchess County R. R.,	1876	1877	Poughkeepsie, N. Y.	Hopewell, N. Y.	12.40	.....							.....	.....	12.40	.....
4	Colchester,	1876	1877	Turnerville, Ct.	Colchester, Ct.	3.59	3.59							.90	.90	4.49	4.49
5	Danbury & Norwalk, ²	1880	1882	Danbury, Ct.	So. Norwalk, Ct.	23.59	23.59							14.43	14.43	38.02	38.02
6	Wilson's Point Branch,			So. Norwalk, Ct.	Wilson's Point, Ct.	2.69	2.69							4.75	4.75	7.44	7.44
7	Ridgefield Branch,			Branchville, Ct.	Ridgefield, Ct.	3.97	3.97							4.75	4.75	7.44	7.44
8	Hartford,	1881	1871	Bethel, Ct.	Hartford, Ct.	5.95	5.95							.64	.64	6.59	6.59
9	Hartford & Connecticut Western, ³	1882	1885	Cromwell, Ct.	Rhinecliff, N. Y.	109.75	67.25							26.85	18.36	136.60	85.61
10	Middletown, Meriden & Waterbury,	1845	1849	Naugatuck, Ct.	Waterbury, Ct.	56.55	56.55	d by N. Y.	5.40	N. H. & H.	R. R., below			23.88	23.88	80.83	85.83
11	Watertown Branch,	1864	1871	Naugatuck Junction, Ct.	Watertown, Ct.	4.44	4.44							7.18	7.18	20.08	20.08
12	New Haven & Derby,			New Haven, Ct.	Ansonia, Ct.	12.90	12.90							1.99	1.99	5.78	5.78
13	Huntington Branch,			Derby, Ct.	Huntington, Ct.	3.79	3.79							43.25	21.02	137.89	72.28
14	New Haven & Northampton,	1846	1848-81	New Haven, Ct.	Conway Junction, Ms.	94.64	51.36							8.15	3.15	17.24	17.24
15	New Hartford Branch,			Farmington, Ct.	New Hartford, Ct.	14.09	14.09							2.19	.....	9.70	.....
16	Williamsburgh Branch,			Northampton, Ms.	Williamsburgh, Ms.	7.51	.....							2.65	.....	12.72	.....
17	Turner's Falls Branch,			So. Deerfield, Mass.	Turner's Falls, Ms.	10.07	.....							14.13	.....	24.45	.....
18	Holyoke & Westfield Branch,	1859	1849-81	Westfield, Mass.	Holyoke, Mass.	10.32	.....							39.02	30.07	160.02	76.17
19	New London Northern, ⁴	1873	1895	New London, Ct.	Brattleboro, Vt.	121.00	56.10							140.56	71.82	469.78	270.72
20	New England, Main Line, ⁵			Boston, Mass.	Hopewell Junction, N. Y.	213.56	134.17							7.41	.....	9.12	.....
21	Central Div.,			Wicopee Jc., N. Y.	Fiskill Landing, "	1.01	.....							16.30	7.35	75.23	39.31
22	Southbridge Br., Nor. Div.,			So. Boston Frt. Br.	Boston, Mass.	1.74	.....							7.05	.....	35.72	.....
23	Spfield Br., Highland Div.,			Providence, R. I.	Williamantic, Ct.	57.76	31.96							2.97	.51	20.33	5.86
24	Central Div.,			CookSt. N'w'n, Ms.	Woonsocket, R. I.	28.67	.....							7.14	2.69	35.45	22.86
25	Southbridge Br., Nor. Div.,			East Thompson, Ct.	Southbridge, Mass.	17.36	5.35							.31	.31	7.53	7.53
26	Spfield Br., Highland Div.,			East Hartford, Ct.	Jc., B. & A. R. R. Spfld	28.31	20.17							.95	.....	2.48	.....
27	Melrose Br., Highland Div.,			Melrose, Ct.	W. St., Rockville, Ct.	7.22	7.22							32.94	32.83	103.91	75.97
28	Norwich & Worcester,			Dedham Junction, Ms.	Dedham, Mass.	1.63	.....							.27	.27	.90	.90
29	Connecting track to N. L. N.,			Islington, Mass.	"	2.00	.....							1.10	1.10	5.53	5.53
30	Rhode Island & Mass. R. R.,			Groton, Ct.	Worcester, Mass.	70.97	53.14							1.30	.....	24.72	.....
31	Rockville Railroad Branch,			Norwich, Ct.	Norwich, Ct.	.63	.....							1.04	.....	8.14	.....
32	Providence & Springfield R. R.,			Franklin, Mass.	Rockville, Ct.	13.59	4.43							3.85	.....	18.68	.....
33	Woonsocket & Pascoag Branch,			Vernon, Ct.	Pascoag, R. I.	20.89	6.84							1.16	1.16	4.66	4.66
34	Milford & Woonsocket,			Providence, R. I.	Douglases Jc., Mass.	9.45	.....							6.30	.....	32.30	32.30
35	Milford, Franklin & Prov.,			Woonsocket, R. I.	Harrisville, R. I.	15.13	.....							.....	.....	.....	.....
36	Middlet'n, Mer. & Waterbury,			Bellingham, Mass.	Ashland, Mass.	4.65	.....							.....	.....	.....	.....
37				Cromwell, Ct.	Westfield, Ct.	3.50	3.50							.....	.....	.....	.....
38				Westfield, Ct.	Waterbury, Ct.	26.00	26.00							.....	.....	.....	.....

TABLE I. — CONCLUDED.

[illegible]

TABLE II.—CAPITAL STOCK.

Number.	RAILROADS.	11 Total Amount Authorized.	12 Issued for Cash.	13 Issued for Bonds.	14 Issued for Stock of other Corporations.	15 Issued for undivided Earnings.	16 Issued for increased Valuation.
1	Boston & New York Air Line,.....	\$4,000,000.00	.....	\$2,998,500.00	.....	.....	.....
2	Central New England,.....	6,600,000.00	.....	.....	.....	.....	.....
3	Colchester,.....	50,000.00	\$25,000.00	.....	.....	.....	.....
4	Danbury & Norwalk,.....	1,000,000.00	338,416.25	.....	.....	\$101,583.75	\$160,000.00
5	Hartford & Connecticut Western,.....	3,000,000.00	.....	1,908,000.00	.....	.....	.....
6	Housatonic,.....	.....	.....	.....	.....	.....	.....
7	Middletown, Meriden & Waterbury,.....	100,000.00	.....	.....	.....	.....	.....
8	Naugatuck,.....	2,000,000.00	397,696.00	273,000.00	.....	142,700.00	448,825.00
9	New England,.....	25,000,000.00	.....	.....	.....	.....	.....
10	New Haven & Derby,.....	700,000.00	447,000.00	.....	.....	.....	.....
11	New Haven & Northampton,.....	5,000,000.00	1,882,000.00	.....	.....	.....	.....
12	New London Northern,.....	2,000,000.00	340,673.33	1,102,660.00	\$56,666.67	.....	.....
13	New York, New Haven & Hartford,.....	100,000,000.00	17,250,700.00	.....	37,390,700.00	.....	.....
14	Norwich & Worcester,.....	3,831,600.00	6,600.00	.....	128,900.00	.....	.....
15	Philadelphia, Reading & New England,*	.....	.....	.....	.....	.....	.....
16	Ridgefield & New York,.....	1,250,000.00	215,400.00	.....	.....	.....	.....
17	Shepaug, Litchfield & Northern,.....	.....	.....	.....	.....	.....	.....
18	South Manchester,.....	40,000.00	40,000.00	.....	.....	.....	.....
	Total,.....	\$154,571,600.00	\$20,943,485.58	\$6,282,160.00	\$37,576,266.67	\$244,283.75	\$608,825.00

* See C. N. E. R. R. Co., No. 2.

TABLE III. — CAPITAL STOCK.

Number.	RAILROADS.	17 Otherwise issued.	18 Total amount issued.	19 Total issued per last report.	20 Issued per mile of road.	21 Amount held in Connecticut.	22 Amount same per last report.	23 Stockholders in Connecticut.	24 Number of same per last report.
1	Boston & New York Air Line ..	\$906,195.88	\$3,904,695.88	\$3,901,720.88	\$75,819.00	\$3,261,000.00	\$3,253,000.00	422	438
2	Central New England.....	6,600,000.00	6,600,000.00	*	114,583.00	5,500.00	*	6	*
3	Colchester.....	.....	25,000.00	25,000.00	6,964.00	25,000.00	25,000.00	1	1
4	Danbury & Norwalk.....	.....	600,000.00	600,000.00	16,575.00	590,550.00	590,400.00	69	66
5	Hartford & Conn. Western.....	800,000.00	2,708,000.00	2,707,700.00	24,674.26	789,700.00	809,600.00	438	479
6	Housatonic.....	.....	.....	2,891,200.00	.....	.....	2,887,500.00	.....	6
7	Middletown, Meriden & W'bury	100,000.00	100,000.00	.....	.....	.....	.....	.....	.....
8	Naugatuck.....	737,779.00	2,000,000.00	2,000,000.00	32,792.00	1,699,400.00	1,711,300.00	342	346
9	New England.....	25,000,000.00	25,000,000.00	25,000,000.00	69,606.86	24,745,900.00	13,670,800.00	8	29
10	New Haven & Derby.....	.....	447,000.00	447,000.00	26,783.00	444,400.00	445,200.00	71	76
11	New Haven & Northampton.....	578,000.00	2,460,000.00	2,460,000.00	19,476.00	2,459,800.00	2,460,000.00	5	7
12	New London Northern.....	.....	1,500,000.00	1,500,000.00	12,396.69	689,800.00	753,200.00	150	152
13	N. Y. New Haven & Hartford.....	.....	54,641,400.00	47,633,203.00	121,913.00	16,036,500.00	12,432,200.00	2,620	2,626
14	Norwich & Worcester.....	2,640,300.00	2,775,800.00	2,775,800.00	38,768.16	74,700.00	61,800.00	40	40
15	Philadelphia, Reading & N. E. +	.....	.....	6,600,000.00	.....	114,700.00	14,700.00	412	12
16	Ridgefield & New York.....	46,400.00	261,800.00	251,800.00	8,597.69	196,700.00	197,800.00	46	49
17	Shepaug, Litchfield & Northern	.....	.....	600,000.00	.....	.....	600,000.00	.....	1
18	South Manchester.....	.....	40,000.00	40,000.00	17,777.77	40,000.00	40,000.00	9	9
Total		\$37,408,674.88	\$103,063,695.88	\$99,433,420.88	\$67,554.18	\$51,073,650.00	\$39,952,500.00	4,239	4,337

* See P., R. & N. E. R. R. Co., No. 15.

+ See C. N. E. R. R. Co., No. 2.

† Amount of stock held and number of stockholders at time of reorganization, January 22, 1899.

TABLE IV.—DEBT.

Number.	RAILROADS.	25 FUNDED DEBT.		26 CURRENT LIABILITIES.		27 Total debt.	28 Total per last report.	29 Funded debt per mile of road.	30 Total stock and debt.
		Total.	Total per last report.	Total.	Total per last report.				
1	Boston & N. Y. Air L.,	\$500,000.00	\$500,000.00	.....	.....	\$500,000.00	\$500,000.00	\$9,709.00	\$4,404,695.88
2	Central New England,	7,900,000.00	.....	\$111,327.02	.....	8,011,327.02	.....	137,153.00	14,611,327.02
3	Colchester,	25,000.00	25,000.00	.....	.....	25,000.00	25,000.00	6,964.00	50,000.00
4	Danbury & Norwalk, ..	650,000.00	650,000.00	.....	.....	650,000.00	650,000.00	17,956.00	1,250,000.00
5	Harford & Conn. W.,	700,000.00	700,000.00	92,944.55	\$22,697.99	792,944.55	722,697.99	6,378.13	3,500,944.55
6	Housatonic,	3,000,000.00	3,000,000.00	.....	.....	.....	3,000,000.00	.....	.....
7	Middletown, M. & W.,	.....	.....	.....	.....	.....	.....	.....	100,000.00
8	Naugatuck,	150,000.00	150,000.00	.....	.....	150,000.00	150,000.00	2,460.00	2,150,000.00
9	New England,	*11,500,000.00	.....	.....	.....	11,500,000.00	11,500,000.00	.....	.....
10	New Haven & Derby, ..	5,000,000.00	16,500,000.00	45,182.22	794,759.08	5,045,182.22	5,794,759.08	45,940.53	41,545,182.22
11	N. H. & Northampt'n,	1,280,000.00	1,280,000.00	.....	.....	1,280,000.00	1,280,000.00	76,693.00	1,727,000.00
12	New London North'n,	2,600,000.00	3,900,000.00	.....	.....	2,600,000.00	3,900,000.00	20,584.27	5,060,000.00
13	N. Y., N. H. & H.,...	1,500,000.00	1,500,000.00	32,395.59	1,865.09	1,532,395.59	1,501,865.09	12,396.69	3,032,395.59
14	Norwich & Worcester,	6,439,000.00	7,500,000.00	6,945,245.71	.....	13,384,245.71	11,853,618.97	14,366.00	68,025,645.71
15	Phila., R. & N. E.,...	955,000.00	955,000.00	757,750.95	65,123.87	1,712,750.95	1,020,123.87	9,427.37	4,488,550.95
16	Ridgefield & N. Y.,...	.....	10,100,000.00	.....	442,971.66	.....	10,542,971.66	.....	.....
17	Shepaug, Litch. & N.,	.....	.....	.....	.....	.....	.....	.....	261,800.00
18	South Manchester, .....	.....	.....	17,177.32	17,599.96	17,177.32	17,599.96	.....	57,177.32
	Total,	\$39,199,000.00	\$46,760,000.00	\$8,002,023.36	\$5,703,884.88	\$47,201,023.36	\$52,462,884.88	\$26,801.09	\$150,264,719.24

* \$10,000,000.00 mortgage given by N. Y. & N. E. R. R. Co., maturing 1905.

1,500,000.00 " " on Boston terminals.

† Funded debt per mile of road on \$16,500,000.00.

‡ See P. R. & N. E. R. R. Co., No. 15.

§ See C. N. E. R. R. Co., No. 2.

TABLE V.—PROPERTY ACCOUNTS.

Number.	RAILROADS.	31 Cost of road.	32 Cost of equipment.	33 Bonds and Stocks.	34 Other permanent investments.	35 Cash and current assets.	36 Other assets.	37 Total.	38 Cost of road per mile.
1	Boston & N. Y. Air Line,	\$4,485,252.83	\$129,931.94	\$36,042.00	.....	\$2,014.42	.....	\$4,653,241.19	\$87,092.29
2	Central New England,...	12,859,916.28	366,612.30	900,063.00	.....	138,282.01	\$396,671.06	14,661,544.65	223,262.44
3	Colchester,.....	50,000.00	.....	.....	.....	.....	.....	50,000.00	13,927.57
4	Danbury & Norwalk,...	1,170,270.83	228,971.89	.....	.....	.....	.....	1,399,242.72	32,327.92
5	Hartford & Conn. West.,	2,921,747.46	373,867.97	.....	\$106,002.65	1,916.49	99,099.47	3,502,634.04	26,631.84
6	Mid., Meriden & W'by,	100,000.00	.....	.....	.....	350.00	.....	100,350.00	.....
7	Naugatuck,.....	2,024,697.45	297,086.57	.....	.....	.....	101,500.00	2,423,284.02	33,197.20
8	New England,.....	*26,216,241.08	2,516,608.87	.....	.....	970,379.48	.....	29,703,229.43	72,993.21
9	New Haven & Derby,...	1,559,391.10	200,675.62	.....	.....	2,189.04	.....	1,760,066.72	93,432.61
10	N. H. & Northampton,...	5,731,586.62	850,430.62	21,000.00	.....	.....	300,000.00	6,905,206.28	45,377.14
11	New London Northern,...	3,054,070.61	248,420.44	150,000.00	5,000.00	71,178.68	.....	3,528,669.73	25,240.25
12	N. Y., N. H. & Hartford,	53,810,296.00	5,261,793.72	10,466,050.11	14,355,291.50	5,880,350.62	2,716,708.91	100,227,727.42	120,058.67
13	Norwich & Worcester,...	3,919,643.37	179,750.67	500,000.00	.....	373,942.56	453,976.73	5,427,313.33	54,743.62
14	Phila., Read. & N. Eng., [†]
15	Ridgefield & New York,	230,860.16	.....	.....	.....	.....	.....	230,860.16	7,581.60
16	South Manchester,.....	87,057.57	25,817.92	.....	851.05	.....	1,291.21	115,017.75	38,692.25
	Total,.....	\$118,221,031.36	10,679,963.53	12,073,155.11	14,467,145.20	7,440,603.30	11,806,483.94	174,688,387.44	80,761.54

* On page No. 169 of this report the cost of construction and equipment of the New England Railroad Company is not shown separately for the reason that the cost of the property to that company is practically what it gave for the equity over and above the amount of the underlying mortgages of the New York & New England Railroad Co., which mortgages are shown as a separate item and not as a part of the cost of the road. The New England Railroad Company has made a careful inventory and appraisal of its equipment, however, and its valuation placed at \$2,516,608.87. This amount has been deducted from the total cost of construction and equipment, as reported by the road, and separate accounts shown in above table.

[†]Contingent Assets.

[‡]See Central New England Railroad Company.

[§]In arriving at the "cost of road per mile," viz., \$30,761.54, neither the cost nor mileage of the Middletown, Meriden & Waterbury Railroad Company is taken into consideration.

TABLE VI.—EARNINGS.

Number.	RAILROADS.	Gross.			Net.				
		39	40	41	42	43	44	45	46
		Total.	Total per last report.	Per mile of road operated.	Per mile run.	Total.	Total per last report.	Per mile of road operated.	Per mile run.
1	Boston & New York Air Line,*	\$ 303,794.81	†	\$1,678.42	\$1.07753	\$86,849.16	†	\$479.82	.30804
2	Central New England,.....								
3	Colchester,*								
4	Danbury & Norwalk,*								
5	Hartford & Connecticut Western,†								
6	Middletown, Meriden & Wat'y,*								
7	Naugatuck,*								
8	New England,*		\$5,570,645.74				\$1,342,649.66		
9	New Haven & Derby,*								
10	New Haven & Northampton,*								
11	New London Northern,.....	829,470.23	838,531.76	8,294.70	1.52313	226,304.77	235,109.33	2,263.04	.41556
12	N. Y., N. H. & Hartford,.....	37,143,917.07	30,322,737.55	18,143.85	1.90276	11,562,660.78	9,431,051.66	5,648.06	.59232
13	Norwich & Worcester,*	¶ 373,411.75	** 681,610.83	2,063.05	1.07410	¶ 118,417.11	** 213,529.16	654.23	.03402
14	Philadelphia, Reading & N. E.,..								
15	Ridgfield & New York,.....		66,834.69				2,934.28		
16	Shepaug, Litchfield & Northern,...		13,384.53	5,839.29	.81834	384.80	2,696.40	171.02	.02398
17	South Manchester,.....	13,138.41							
	Total,.....	\$38,663,732.27	\$37,493,745.10	\$16,590.74	\$1.86679	\$11,994,616.62	\$11,227,970.49	\$5,146.93	.57913

* Included in N. Y., N. H. & H. R. R. Co. † Included in C. N. E. R. R. Co. ‡ Sec P. R., & N. E. R. R. Co., No. 14. § From January 22, 1889 to June 30, 1899.
 ¶ Projected road. ¶ From June 30, 1898 to January 22, 1899. ** For twelve months.

TABLE VII.

Number.	RAILROADS.	DIVIDENDS.					51 Paid for taxes.	52 Paid for interest.	53 Paid for insurance.	
		47 Total amount paid.	48 Total per last report.	49 Capital Stock on which dividends were paid.	50 Capital stock on which no divi- dends were paid.					
1	Boston & New York Air Line,...	\$119,940.00	\$119,940.00	\$2,998,500.00	\$906,195.84	.....	.....	\$25,000.00	.....	\$500.00
2	Central New England,.....	.....	.....	.....	6,600,000.00	.....	\$8,729.74	.....	1,750.00	.....
3	Colchester,.....	.....	.....	.....	25,000.00	.....	.....	.....	33,500.00	.....
4	Danbury & Norwalk,.....	30,000.00	30,000.00	600,000.00	.....	.....	.....	.....	35,000.00	.....
5	Hartford & Conn. Western,....	26,358.00	26,349.00	1,317,900.00	1,390,100.00	.....	.....	.....	.....	.....
6	Middletown, Meriden, W'bury,...	.....	.....	.....	100,000.00	.....	.....	.....	.....	.....
7	Naugatuck,.....	200,000.00	200,000.00	2,000,000.00	.....	.....	.....	6,000.00	.....	.....
8	New England,.....	150,000.00	.....	5,000,000.00	20,000,000.00	.....	.....	{ *250,000.00 +720,000.00	.....	.....
9	New Haven & Derby,.....	17,880.00	17,880.00	447,000.00	.....	.....	.....	73,300.00	.....	.....
10	New Haven & Northampton,...	98,400.00	98,400.00	2,460,000.00	.....	.....	.....	187,500.00	.....	.....
11	New London Northern,.....	135,000.00	135,000.00	1,500,000.00	.....	.....	\$5,059.13	68,120.00	.....	1,324.01
12	N. Y., N. H. & Hartford,....	\$4,158,688.00	3,809,816.00	52,308,600.00	2,332,800.00	.....	2,171,167.14	324,230.55	.....	53,660.07
13	Norwich & Worcester,.....	221,536.00	221,536.00	2,769,200.00	6,600.00	.....	.....	38,200.00	.....	.....
14	Phila., Reading & N. E.,.....	.....	.....	.....	.....	.....	32,053.76	.....	.....	1,238.00
15	Ridgefield & New York,....	.....	.....	.....	261,800.00	.....	.....	.....	.....	.....
16	South Manchester,.....	.....	.....	.....	40,000.00	.....	338.37	.....	.....	118.09
Total,.....		\$5,157,802.00	\$4,658,921.00	\$71,401,200.00	\$31,662,495.88	.....	\$2,247,348.14	\$1,762,600.55	.....	\$56,840.17

* Interest on \$5,000,000.00 funded debt.

† Two per cent. dividend on \$51,008,600.00.

+ Interest on \$11,500,000.00 mortgages of the New York & New England Railroad Company.

† Free C. N. E. R. R. Co.

Three dividends of two per cent. each on \$52,308,600.00.

TABLE VIII.—OPERATING EXPENSES.

Number.	RAILROADS.	54 Maintenance of way and structures.	55 Maintenance of equipment.	56 Conducting Transportation.	57 General Expenses.	58 Total.	59 Total miles operated.	60 Per mile of road operated.	61 Per mile run.
1	Boston & New York Air Line*	.....	.....	.....	.....	.....	.....	.....	.....
2	Central New England,.....	\$54,122.02	\$43,146.05	\$104,816.26	\$14,861.32	\$216,945.65	181.00	\$1,198.59	.76949
3	Colchester*,.....	.....	.....	.....	.....	.....	.....	.....	.....
4	Danbury & Norwalk, *	.....	.....	.....	.....	.....	.....	.....	.....
5	Hartford & Connecticut West'n,†	.....	.....	.....	.....	.....	.....	.....	.....
6	Middletown, Meriden & Water'y*	.....	.....	.....	.....	.....	.....	.....	.....
7	Naugatuck*,.....	.....	.....	.....	.....	.....	.....	.....	.....
8	New England,*,.....	.....	.....	.....	.....	.....	.....	.....	.....
9	New Haven & Derby, *	.....	.....	.....	.....	.....	.....	.....	.....
10	New Haven & Northampton, *	.....	.....	.....	.....	.....	.....	.....	.....
11	New London Northern,.....	91,352.88	38,566.28	446,358.65	26,887.65	603,165.46	100.00	6,031.65	1.10750
12	New York, New Haven & Hart.,	4,968,590.74	4,082,365.22	15,636,246.79	894,053.54	25,581,256.29	2,047.19	12,559.22	1.31044
13	Norwich & Worcester, *	.....	.....	.....	.....	.....	.....	.....	.....
14	Phila., Reading & N. England,†	63,200.83	36,345.33	132,495.52	22,953.46	254,994.64	.....†	1,408.81	.73348
15	Ridgefield & New York,||	.....	.....	.....	.....	.....	.....	.....	.....
16	South Manchester,	3,675.65	687.06	6,640.49	1,750.41	12,753.61	2.25	5,668.27	.79436
	Total,	\$5,180,941.62	\$4,201,109.94	\$16,326,557.71	\$960,506.38	\$26,669,115.65	2,330.44	\$11,443.81	1.28766

* Included in N. Y., N. H. & H. R. R. Co.

† Included in C. N. E. R. R.

‡ From June 30, 1898, to January 22, 1899.

|| Projected road.

TABLE IX. — MAINTENANCE OF WAY AND STRUCTURES.

Number.	RAILROADS.	62	63	64	65	66	67	68	69	70	71	72	73	74
		Repairs of roadway.	R'newals of rails.	R'newals of ties.	Repairs and re- newals of bridges and cul- verts.	Repairs and re- newals of fences, cross- ings, signs, and cattle guards.	Repairs and re- newals of b'ldgs and fix- tures.	Repairs and re- newals of docks and whar's.	Rep'ns and re- newals of tele- graph.	Stati'n- and tele- print'g.	Other ex- penses.	Total.	Per mile oper- ated.	Per mile run.
1	Boston & New York Air Line,*	\$29,832.11	\$2,925.10	\$11,491.62	\$6,469.61	\$541.21	\$2,510.20		\$317.42		\$4.75	\$54,122.02	\$299.02	0.165
2	Central New England,													
3	Colchester,*													
4	Danbury & Norwalk,*													
5	Hartford & Connecticut Western,†													
6	Middletown, Meriden & Waterbury,*													
7	Naugatuck,*													
8	New England,*													
9	New Haven & Derby,*													
10	New Haven & Northampton,*													
11	New London Northern,	50,755.83	8,481.00	9,325.53	8,212.73	2,948.60	8,998.00	\$1,730.94	356.35	\$439.21	104.60	91,332.88	913.52	0.124
12	New York, New Haven & Hartford,	2,899,963.21	306,523.66	475,844.25	370,823.20	157,000.23	678,973.38	68,622.95	7,947.60	2,890.30		4,968,590.74	2,427.03	0.203
13	Norwich & Worcester,*													
14	Philadelphia, Reading & New England,†	31,900.52		10,054.33	15,905.50	1,773.95	3,464.82			101.21		63,200.33	349.17	0.156
15	Ridgefield & New York,||													
16	South Manchester,	2,367.18	170.00	806.86		141.02	145.59				45.00	3,675.65	1,633.62	0.229
	Total,	\$3,014,818.85	\$318,099.85	\$507,522.59	\$401,413.04	\$162,405.01	\$694,121.99	\$70,353.89	\$8,621.43	\$3,430.62	154.35	\$5,180,941.62	\$2,223.16	0.200

* Included in N. Y., N. H. & H. R. R. Co. † Included in C. N. E. R. R. Co. ‡ From June 30, 1898 to January 22, 1899. || Projected road.

TABLE X. — MAINTENANCE OF EQUIPMENT.

Number.	75	76	77	78	79	80	81	82	83	84	85	86
	Superintendence.	Repairs and renewals of locomotives.	Repairs and renewals of passenger cars.	Repairs and renewals of freight cars.	Repairs and renewals of work cars.	Repairs and renewals of marine equipment.	Repairs and renewals of machinery and tools.	Stationery and printing.	Other expenses.	Total.	Per mile operated.	Per mile run.
1	\$1,745.81	\$21,210.57	\$2,550.89	\$12,607.97	\$1,239.33		\$2,754.83	\$10.50	\$1,025.85	\$43,146.05	\$238.88	0.131
2												
3												
4												
5												
6												
7												
8												
9												
10												
11	6,471.96	13,963.40	6,107.10	8,785.40	19.50		1,894.20	648.55	676.17	38,566.28	385.66	0.052
12	108,961.65	1,160,637.70	1,081,950.52	1,014,568.08	43,779.10	292,439.03	133,233.06	4,341.32	242,454.76	4,082,365.22	1,994.13	0.167
13												
14	2,199.19	15,226.54	4,090.46	14,195.04			533.75	100.35		36,345.33	200.80	0.090
15												
16		63.07	581.63				19.36		23.00	687.06	305.40	0.190
Total,	\$119,378.61	\$1,211,101.58	\$1,095,280.60	\$1,050,156.49	\$45,037.93	\$292,439.03	\$138,435.20	\$5,100.72	\$244,179.78	\$4,201,109.94	\$1,802.71	\$0.162

* Included in N. Y., N. H. & H. R. R. Co. † Included in C. N. E. R. R. Co. ‡ From June 30, 1898, to January 22, 1899. § Projected road.

TABLE XI.—CONDUCTING TRANSPORTATION.

Number.	RAILROADS.	87	88	89	90	91	92	93	94	95	96
		Superintendence.	Engine and round-house men.	Fuel for locomotives.	Water supply for locomotives.	Oils, tallow, and waste for locomotives.	Other supplies for locomotives.	Train service.	Train supplies and expenses.	Switchmen, flagmen, and watchmen.	Telegraph expenses.
1	Boston & New York Air Line,*	\$3,346.53	\$19,316.72	\$26,080.06	\$1,588.34	\$652.00	\$181.67	\$14,681.84	\$1,010.61	\$5,659.13	\$2,333.17
2	Central New England,.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	Colchester,*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	Danbury & Norwalk,*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5	Hartford & Connecticut Western,†	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
6	Hartford, Meriden & Waterbury,*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7	Naugatuck,*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8	New England,*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
9	New Haven & Derby,*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
10	New Haven & Northampton,*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11	New London & Northern,.....	14,397.88	38,559.54	62,510.07	1,610.18	.....	2,321.68	32,322.28	9,221.54	21,507.92	7,927.81
12	New York, New Haven & Hartford,...	368,808.57	2,104,728.23	2,485,978.25	173,100.07	98,925.43	48,941.25	2,146,091.02	486,953.01	1,556,004.85	311,976.18
13	Norwich & Worcester,*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
14	Phila., Reading & N. E.,†	3,436.73	23,392.95	31,810.82	2,021.66	971.85	.....	20,207.38	378.81	5,018.03	4,183.91
15	Ridgefield & New York,||	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
16	South Manchester,.....	.....	2,453.00	1,106.56	.....	301.86	.....	2,096.00	.....	547.50	.....
	Total,.....	359,989.71	2,188,450.44	2,607,515.76	178,320.25	100,851.14	51,444.60	2,215,398.52	497,563.97	1,588,737.43	325,721.07

* Included in N. Y., N. H. & H. R. R. Co.

† Included in C. N. E. R. R. Co.

‡ From June 30, 1898 to January 22, 1899.

|| Projected road.

TABLE XI.—CONDUCTING TRANSPORTATION.—CONTINUED.

Number.	RAILROADS.	97	98	99	100	101	102	103	104	105	106
		Station service.	Station supplies.	Switching charges balance.	Car mileage balance.	Hire of equipment.	Loss and damage.	Injuries to persons.	Clearing wrecks.	Operating marine equipment.	Advertising.
1	Boston & New York Air Line,*										
2	Central New England,	\$15,934.95	\$1,204.41		\$7,842.20		\$91.03	\$152.03	\$848.49		\$690.11
3	Colchester,*										
4	Danbury & Norwalk,*										
5	Hartford & Conn. Western,†										
6	Middletown, Meriden & Waterbury,*										
7	Naugatuck,*										
8	New England,										
9	New Haven & Derby,*										
10	New Haven & Northampton,*										
11	New London Northern,	164,895.09	6,147.27		34,659.02	\$9,944.13	2,719.63	3,530.71	139.58		1,004.15
12	New York, New Haven & Hartford,	3,165,595.01	267,021.35		642,916.56		61,061.44	307,034.22	21,466.50	\$453,481.37	52,625.63
13	Norwich & Worcester,*										
14	Phila. Reading & New England,†	21,260.45	2,041.46		12,114.98		913.71	645.35	431.98		416.83
15	Ridgefield & New York,||		30.00								
16	South Manchester,										
	Total,	3,367,685.50	276,443.49		697,532.76	9,944.13	64,785.81	311,362.31	22,896.55	453,481.37	54,736.72

* Included in N. Y., N. H. & H. R. R. Co. † Included in C. N. E. R. R. Co. ‡ Projected road. § From June 30, 1898 to January 22, 1899.

TABLE XI. — CONDUCTING TRANSPORTATION. — CONCLUDED.

Number.	RAILROADS.	107	108	109	110	111	112	113	114
		Outside agencies.	Commissions.	Stock yards and elevators.	Rents for tracks, yards, and terminals.	Rents of buildings and other property.	Stationery and printing.	Other expenses.	Total.
1	Boston & New York Air Line,*								
2	Central New England,								
3	Colchester,*				\$439.73	\$57.74	\$2,510.01	\$195.49	\$104,816.20
4	Danbury & Norwalk,*								
5	Hartford & Connecticut Western,†								
6	Middletown, Meriden & Waterbury,*								
7	Naugatuck,*								
8	New England,*								
9	New Haven & Derby,*								
10	New Haven & Northampton,*								
11	New London Northern,	\$7,689.67	\$61.12			20,043.67	5,187.33	648.38	446,358.65
12	New York, New Haven & Hartford,	5,468.19			402,457.98	20,822.02	153,305.44	296,485.32	15,636,246.79
13	Norwich & Worcester,*								
14	Philadelphia, Reading & New England,†				560.27	1,068.87	1,619.48		132,495.62
15	Ridgefield & New York,||						105.57		
16	South Manchester,								6,640.49
	Total,	\$13,157.86	\$61.12		\$403,457.98	\$41,992.30	\$167,707.83	\$297,329.09	\$16,326,557.71

* Included in N. Y., N. H. & H. R. R. Co.

† Included in C. N. E. R. R. Co.

‡ From June 30, 1898, to January 22, 1899.

|| Projected road.

TABLE XII.—PASSENGER TRAFFIC.

Number.	RAILROADS.	TRANSPORTATION.			118 Average distance carried.	119 Total passenger revenue.	120 Average amount received from each passenger.	121 Average receipts per passenger per mile.	122 Passenger earnings per mile of road.	123 Passen- ger earn- ings per train mile.
		115 Passengers carried.	116 Same per last report.	117 Passengers carried one mile.						
1	Boston & New York Air Line,*	219,851	||	2,764,947	12.58	\$72,334.66	.32902	.02616	\$513.84	\$.67752
2	Central New England,.....									
3	Colchester,*									
4	Danbury & Norwalk,*									
5	Hartford & Connecticut Western,†									
6	Hartford & Waterbury,*									
7	Middletown, Meriden & Waterbury,*									
8	Naugatuck,*									
9	New England,*		7,166,689							
10	New Haven & Derby,*									
11	New Haven & Northampton,*									
12	New London Northern,.....	613,286	605,716	9,972,908	16.20	211,444.94	.34477	.02120	2,420.63	.87857
13	New York, New Haven & Hartford,.....	49,035,411	41,464,748	861,416,692	17.57	15,505,050.32	.31620	.01791	9,026.11	1.38595
14	Norwich & Worcester,*									
15	Philadelphia, Reading & New England,†	305,839	472,417	4,240,524	13.89	103,957.57	.33991	.02446	726.97	.70360
16	Ridgfield & New York,§									
17	Shepaug, Litchfield & Northern,.....	95,081	33,742	213,932	2.25	4,136.28	.43502	.19334	1,877.21	.30072
	South Manchester,.....		92,136							
	Total,.....	50,269,468	49,835,448	878,618,003	17.47	\$15,896,923.77	.31623	.01809	\$8,001.01	\$1.35857

* Included in N. Y., N. H. & H. R. R. Co. † Included in C. N. E. R. R. Co. ‡ From June 30, 1898 to Jan. 22, 1899.

§ Projected road. || See P., R. & N. E. R. R., No. 14.

TABLE XIII.—FREIGHT TRAFFIC.

Number.	RAILROADS.	TRANSPORTATION.			127 Average distance hauled one ton.	128 Total freight revenue.	129 Average amount received for each ton of freight.	130 Average receipts per ton per mile.	131 Freight earnings per mile of road.	132 Freight earnings per train mile.
		124 Total tons carried.	125 Same per last report.	126 Tons carried one mile.						
1	Boston & New York Air Line,*	350,516	||	23,667,392	67.52	\$207,692.76	\$.59253	.00878	\$1,147.47	\$1,435.75
2	Central New England,.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	Colchester,*	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	Danbury & Norwalk,*	.....	.....	.....	.....	.....	.....	.....	.....	.....
5	Hartford & Connecticut Western,†	.....	.....	.....	.....	.....	.....	.....	.....	.....
6	Middletown, Meriden & Waterbury,*	.....	.....	.....	.....	.....	.....	.....	.....	.....
7	Naugatuck,*	.....	.....	.....	.....	.....	.....	.....	.....	.....
8	New England,*	.....	3,389,325	.....	.....	.....	.....	.....	.....	.....
9	New Haven & Derby,*	.....	.....	.....	.....	.....	.....	.....	.....	.....
10	New Haven & Northampton,*	.....	.....	.....	.....	.....	.....	.....	.....	.....
11	New London Northern,.....	749,403	801,698	38,691,308	51.60	537,564.59	.71732	.01389	5,375.64	1,997.91
12	New York, New Haven & Hartford,.....	14,375,823	11,042,006	1,257,413,624	87.47	17,739,008.10	1.23395	.01411	9,024.64	2,938.81
13	Norwich & Worcester,*	.....	.....	.....	.....	.....	.....	.....	.....	.....
14	Philadelphia, Reading & New England,†	385,151	637,878	25,234,404	65.51	236,061.67	.61291	.00935	1,304.21	1,469.42
15	Ridgefield & New York §	.....	.....	.....	.....	.....	.....	.....	.....	.....
16	Shepaug, Litchfield & Northern,.....	30,749	38,564	33,213	2.25	8,914.68	.28991	.12855	3,962.08	4,435.16
17	South Manchester,.....	.....	.....	69,185	.....	.....	.....	.....	.....	.....
	Total,.....	15,891,642	15,992,684	1,343,075,913	74.51	\$38,723,241.80	\$1,178.56	.01394	\$8,312.63	\$9,835.36

* Included in N. Y., N. H. & H. R. Co. † Included in C. N. E. R. R. Co. ‡ From June 30, 1898 to January 22, 1899.

§ Projected road. || See P., R. & N. E. R. R. Co., No. 14.

TABLE XIV.—FUEL FOR LOCOMOTIVES.

Number.	RAILROADS.	COAL.		WOOD.		187	188	189
		188	184	185	186			
		Number of tons.	Average cost per ton.	Number of cords.	Average cost per cord.	Total tons fuel consumed.	Total miles run.	Average pounds consumed per mile.
1	Boston & New York Air Line,*							
2	Central New England,.....	15,636	\$1.60			15,636	327,622	95.45
3	Colchester,*							
4	Danbury & Norwalk,*							
5	Hartford & Connecticut Western,†							
6	Middletown, Meriden & Waterbury,*							
7	Naugatuck,*							
8	New England,*							
9	New Haven & Derby,*							
10	New Haven & Northampton,*							
11	New London Northern,.....	22,742	2.75			22,742	736,729	62.00
12	New York, New Haven & Hartford,...	1,007,401	2.31	792	\$1.74	1,007,797	25,214,715	79.93
13	Norwich & Worcester,*							
14	Phila., Reading & New England,†	18,484	1.61			18,484	404,126	91.48
15	Ridgefield & New York,§							
16	South Manchester,.....	315	4.46			315	16,055	39.24
	Total,.....	1,064,578	\$2.30	792	\$1.74	1,064,974	26,699,247	79.75

* Included in N. Y., N. H. & H. R. R. Co.

† Included in C. N. E. R. R. Co.

‡ From June 30, 1893, to January 22, 1899.

§ Projected road.

TABLE XV. — MILEAGE AND EMPLOYES.

Number.	RAILROADS.	140 Passenger trains.	141 Freight trains.	142 Other trains.	143 Total.	144 Total per last report.	145 Employees, including officers.	146 Same per last report.
1	Boston & New York Air Line, *							
2	Central New England,	137,273	144,661	45,698	327,632	||	605	||
3	Colchester, *							
4	Danbury & Norwalk, *							
5	Hartford & Connecticut Western, †							
6	Middletown, Meriden & Waterbury, *							
7	Naugatuck, *							
8	New England, *							
9	New Haven & Derby, *					4,762,208		4,118
10	New Haven & Northampton, *							
11	New London Northern,	275,519	269,064	192,146	736,729	778,116	543	532
12	New York, New Haven & Hartford,	13,222,845	6,129,106	5,041,195	24,393,146	19,828,183	26,617	21,486
13	Norwich & Worcester, *							
14	Philadelphia, Reading & N. E., †	187,001	160,650	56,475	404,126	736,298	433	522
15	Ridgefield & New York, §							
16	Shepang, Litchfield & Northern, *					82,117		113
17	South Manchester,	14,045	2,010		16,055	16,105	13	13
	Total,	13,836,683	6,705,491	5,335,504	25,877,678	26,203,027	28,211	26,784

* Included in N. Y., N. H. & H. R. R. Co. † Included in C. N. E. R. R. Co. ‡ From June 30, 1898 to January 22, 1899.

§ Projected road. || See P., R. & N. E. R. R. Co., No. 14.

TABLE XVI. — EQUIPMENT.

Number.	RAILROADS.	LOCOMOTIVES.		CARS.			CARS WITH TRAIN BRAKE.		CARS WITH AUTO-MATIC COUPLERS.	
		147	148	149	150	151	152	153	154	155
		Num-ber.	With train brake.	Passen-ger ser-vice.	Freight and other.	Total.	Total per last report.	In pas-senger ser-vice.	In freight service.	In freight service.
1	Boston & New York Air Line, *									
2	Central New England,	36	36	30	460	490	||	30	137	30
3	Colchester, *									
4	Danbury & Norwalk, *									
5	Hartford & Connecticut Western, †									
6	Middletown, Meriden & Waterbury, *									
7	Naugatuck, *									
8	New England, *						3,701			
9	New Haven & Derby, *									
10	New Haven & Northampton, *									
11	New London Northern,	23	19	27	389	416	425	27	4	27
12	New York, New Haven & Hartford, ..	917	789	1,816	13,060	14,876	13,130	1,816	9,502	1,786
13	Norwich & Worcester, *									
14	Phila., Reading & New England, †						538			
15	Ridgefield & New York §									
16	Shepaug, Litchfield & Northern,	2	2	4		4	43	4		
17	South Manchester,									
	Total,	978	846	1,877	13,909	15,786	17,841	1,877	9,643	1,847
										12,408

* Included in N. Y., N. H. & H. R. R. Co. † Included in C. N. E. R. R. Co. ‡ See C. N. E. R. R. Co. No. 2.

§ Projected road. || See P., R. & N. E. R. R. Co. No. 14.

TABLE XVII.

Number.	RAILROADS.	STATIONS.			RAILS.		162 New ties laid during the year.	HIGHWAY GRADE CROSSINGS IN CON- NECTICUT.	
		157 On main line and branches.	158 In Conn.	159 Average num- ber of miles for each station in Conn.	160 Miles of steel.	161 Miles of iron.		163 At grade.	164 At grade per last report.
1	Boston & New York Air Line,.....	16	16	3.22	66.64	4.00	31,921	45	45
2	Central New England,.....	71	30	2.24	214.55	.....	.....	*	*
3	Colchester,.....	1	1	3.59	3.80	.69	.....	2	2
4	Danbury & Norwalk,.....	17	17	1.78	53.22	3.26	.....	73	72
5	Hartford & Connecticut Western,.....	.....	.....	.....	.....	.....	.....	69	70
6	Housatonic,.....	.....	.....	.....	.....	.....	.....	.....	116
7	Middletown, Meriden & Waterbury,.....	15	15	2.02	36.96	.....	.....	13	15
8	Naugatuck,.....	21	21	2.90	88.38	2.55	.....	52	52
9	New England,.....	202	77	3.84	720.90	26.56	.....	218	222
10	New Haven & Derby,.....	6	6	2.78	25.53	.33	.....	13	13
11	New Haven & Northampton,.....	38	19	3.44	185.95	16.05	.....	79	79
12	New London Northern,.....	43	25	2.24	121.00	39.02	36,648	44	44
13	New York, New Haven & Hartford,.....	215	140	.....	2,409.30	170.33	1,247,724	348	190
14	Norwich & Worcester,.....	26	16	3.06	96.29	8.52	.....	39	39
15	Philadelphia, Reading & New England,.....	.....	.....	.....	.....	.....	27,649	*	*
16	Ridgefield & New York,†.....	.....	.....	.....	.....	.....	.....	.....	.....
17	Shepaug, Litchfield & Northern,.....	.....	.....	.....	.....	.....	.....	.....	.....
18	Shore Line,.....	1	1	2.25	3.58	1.08	.....	3	7
19	South Manchester,.....	.....	.....	.....	.....	.....	1,495	.....	3
	Total,.....	672	384	2.63	4,026.10 †	272.39 †	1,345,437	998	1,007

* See Hartford & Connecticut Western.

† Projected road.

‡ Mileage of all states. §

§ Included in N. Y., N. H. & H. R. R. Co.

|| See C. N. E. R. R. Co., No. 2.

TABLE XVIII.—GENERAL PERCENTAGE.

Number.	RAILROADS.	165 Gross earnings to capital and debt.	166 Net earnings to capital and debt.	167 Net earnings to permanent investments.	168 Net earnings to gross earnings.	169 Operating expense to gross earnings.	170 Passenger revenue to gross earnings.	171 Freight revenue to gross earnings.
1	Boston & New York Air Line,*							
2	Central New England,.....	4.63	1.41	1.45	30.31	69.69	26.03	65.53
3	Colchester,*							
4	Danbury & Norwalk,*							
5	Hartford & Connecticut Western,†							
6	Middletown, Meriden & Waterbury,*							
7	Naugatuck,*							
8	New England,*							
9	New Haven & Derby,*							
10	New Haven & Northampton,*							
11	New London Northern,.....	27.35	7.46	6.55	27.28	72.71	25.49	64.88
12	New York, New Haven & Hartford,...	54.60	17.00	13.78	31.12	68.90	41.74	47.76
13	Norwich & Worcester,*							
14	Phila., Reading & New England,†							
15	Ridgefield & New York,†							
16	South Manchester,.....	22.98	0.07	0.03	2.92	97.07	31.48	67.85
	Total,.....	26.34	8.17	6.55	31.02	68.97	41.12	48.44

* Included in N. Y., N. H. & H. R. R. Co. † See C. N. E. R. R. Co. ‡ Projected road.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	CAPITAL STOCK.				
		1895.	1896.	1897.	1898.	1899.
1	Boston & New York Air Line,.....	\$3,863,763.38	\$3,863,763.38	\$3,876,100.88	\$3,901,720.88	\$3,904,695.88
2	Central New England,.....	25,000 00	25,000 00	25,000 00	25,000 00	25,000 00
3	Colchester,.....	600,000 00	600,000 00	600,000 00	600,000 00	600,000 00
4	Danbury & Norwalk,.....	2,701,700 00	2,704,400 00	2,706,500 00	2,707,700 00	2,708,000 00
5	Hartford & Connecticut Western,.....	2,898,800 00	2,898,800 00	2,898 800.00	2,891,200 00	.....
6	Housatonic,.....	.....	.....	.....	.....	100,000 00
7	Middletown, Meriden & Waterbury,.....	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00
8	Naugatuck,.....	23,817 600 00	25,000,000 00	25,000,000 00	25,000,000 00	25,000,000 00
9	New England,.....	447,000 00	447,000 00	447,000 00	447,000 00	447,000 00
10	New Haven & Derby,.....	2,460,000 00	2,460,000 00	2,460,000 00	2,460,000 00	2,460,000 00
11	New Haven & Northampton,.....	1,500,000 00	1,500,000 00	1,500,000 00	1,500,000 00	1,500,000 00
12	New London Northern,.....	37,912 900 00	47,475,700 00	47,612,200 00	47,633 200 00	54,641,400 00
13	New York, New Haven & Hartford,.....	2,775,800 00	2,775,800 00	2,775,800 00	2,775,800 00	2,775,800 00
14	Norwich & Worcester,.....	6,600,000 00	6,600 000 00	6,600,000 00	6,600,000 00	.....
15	Phila., Reading & New England,.....	251,800 00	251,800 00	251,800 00	251,800 00	261,800 00
16	Ridgefield & New York,*,.....	600 000 00	600,000 00	599 850 00	600,000 00	.....
17	Shepaug, Litchfield & Northern,.....	1,000,000 00	1,000,000 00	1,000,000 00	600,000 00	.....
18	Shore Line,.....	40,000 00	40,000 00	40,000 00	40,000 00	40,000 00
19	South Manchester,.....	.....	.....	.....	.....	.....
	Total,.....	\$90,008,363.38	\$100,242,263.38	\$100,393,050.88	\$99,433,420.88	\$103,063,695.88

* Projected road.

† See C. N. E. R'y Co.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	FUNDED DEBT.				
		1895.	1896.	1897.	1898.	1899.
1	Boston & New York Air Line,	\$500,000.00	\$500,000.00	\$500,000.00	\$500,000.00	\$500,000.00
2	Central New England,	25,000.00	25,000.00	25,000.00	25,000.00	7,900,000.00
3	Colchester,	650,000.00	650,000.00	650,000.00	650,000.00	25,000.00
4	Danbury & Norwalk,	700,000.00	700,000.00	700,000.00	700,000.00	650,000.00
5	Hartford & Connecticut Western,	3,000,000.00	3,000,000.00	3,000,000.00	3,000,000.00	700,000.00
6	Housatonic,	150,000.00	150,000.00	150,000.00	150,000.00	.....
7	Middletown, Meriden & Waterbury, ..	17,106,372.76	16,500,000.00	16,500,000.00	16,500,000.00	.....
8	Naugatuck,	1,280,000.00	1,280,000.00	1,280,000.00	1,280,000.00	150,000.00
9	New England,	3,900,000.00	3,900,000.00	3,900,000.00	3,900,000.00	16,500,000.00
10	New Haven & Derby,	1,500,000.00	1,500,000.00	1,500,000.00	1,500,000.00	1,280,000.00
11	New Haven & Northampton,	4,300,000.00	4,300,000.00	4,500,000.00	4,500,000.00	2,600,000.00
12	New London Northern,	400,000.00	400,000.00	675,000.00	955,000.00	1,500,000.00
13	New York, New Haven & Hartford, ..	10,100,000.00	10,100,000.00	10,100,000.00	10,100,000.00	6,439,000.00
14	Norwich & Worcester, .....	.....	.....	.....	.....	955,000.00
15	Phila., Reading & New England,	200,000.00	200,000.00	.....	.....	.....
16	Ridgefield & New York,*, .....	.....	.....	.....	.....	.....
17	Shore Line, .....	.....	.....	.....	.....	.....
	Total,	\$43,811,372.76	\$43,205,000.00	\$43,480,000.00	\$46,760,000.00	\$39,199,000.00

* Projected road.

† See C. N. E. Ry. Co.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	FLOATING DEBT.				
		1895.	1896.	1897.	1898.	1899.
1	Central New England,.....	.....	.....	.....	.....	\$111,327.02
2	Danbury & Norwalk,.....	.....	.....	.....	.....	.....
3	Hartford & Connecticut Western,...	\$22,697.99	\$22,697.99	\$22,697.99	\$22,697.99	92,944.55
4	New England,.....	3,972,163.19	1,064,395.70	1,039,331.85	794,759.08	45,182.22
5	New London Northern,.....	2,354.09	3,017.84	3,340.84	1,865.09	32,395.59
6	New York, New Haven & Hartford,...	7,169,618.70	9,678,186.58	7,602,556.26	4,353,618.97	6,945,245.71
7	Norwich & Worcester,.....	512,232.33	430,197.33	85,105.33	65,123.87	757,750.95
8	Phila., Reading & New England,.....	1,355,551.30	1,383,220.96	746,131.31	442,971.66	*
9	Shepaug, Litchfield & Northern,.....	5,329.33	2,613.58	2,390.07	4,248.26	.....
10	Shore Line,.....	1,000.00	.....	.....	.....	.....
11	South Manchester,.....	13,170.48	16,307.75	19,793.62	17,599.96	17,177.32
	Total,.....	\$13,054,117.41	\$12,600,637.73	\$9,581,346.77	\$5,702,884.88	\$8,002,023.36

* See C. N. E. Ry. Co.

COMPARATIVE STATEMENT FOR FIVE YEARS.

		PERMANENT INVESTMENTS.				
Number.	RAILROADS.	1895.	1896.	1897.	1898.	1899.
		\$4,609,492.16	\$4,610,536.77	\$4,622,864.27	\$4,651,554.27	\$4,651,226.77
1	Boston & New York Air Line,.....	50,000.00	50,000.00	50,000.00	50,000.00	14,126,591.58
2	Central New England,.....	1,399,242.72	1,399,242.72	1,399,242.72	1,399,242.72	50,000.00
3	Colchester,.....	3,432,387.48	3,432,387.48	3,432,387.48	3,333,288.01	1,399,242.72
4	Danbury & Norwalk,.....	6,963,663.38	6,963,663.38	6,963,663.38	6,989,084.21	3,401,618.08
5	Hartford & Connecticut Western,.....	934,000.00	934,000.00	.....	.....	.....
6	Housatonic,.....	2,423,284.02	2,423,284.02	2,423,284.02	2,321,784.02	100,000.00
7	Meriden, Waterbury & Conn. River,...	40,553,235.27	30,005,000.00	29,101,171.67	29,210,504.28	2,321,784.02
8	Naugatuck,.....	1,760,066.72	1,760,066.72	1,760,066.72	1,760,066.72	28,732,849.95
9	New England,.....	6,603,017.24	6,603,017.24	6,603,017.24	6,603,017.24	1,760,066.72
10	New Haven & Derby,.....	3,414,495.83	3,414,495.83	3,414,495.83	3,414,495.83	6,603,017.24
11	New Haven & Northampton,.....	3,470,541.95	3,414,495.83	3,414,495.83	3,414,495.83	3,457,491.05
12	New London Northern,.....	61,903,962.60	78,026,007.16	73,160,302.85	77,190,607.99	83,893,431.33
13	New York, New Haven & Hartford,...	4,297,634.65	4,307,419.65	3,903,629.17	3,710,986.42	4,599,394.04
14	Norwich & Worcester,.....	17,182,441.38	17,232,083.12	17,241,968.94	17,271,405.32	†.....
15	Phila., Reading & New York *,.....	220,860.16	220,860.16	220,860.16	220,860.16	230,860.16
16	Ridgefield & New York *,.....	650,540.05	650,540.05	650,540.05	686,040.05	.....
17	Shepaug, Litchfield & Northern,...	1,169,496.10	1,169,496.10	.....	.....	.....
18	Shore Line,.....	109,705.27	109,705.27	.....	.....	.....
19	South Manchester,.....	.....	.....	112,371.94	112,875.49	113,726.54
	Total,.....	\$157,733,571.15	\$163,311,795.67	\$155,059,866.44	\$158,925,812.73	\$155,441,300.20

† See C. N. E. Ry. Co.

* Projected road.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	TOTAL GROSS EARNINGS.				
		1895.	1896.	1897.	1898.	1899.
1	Boston & New York Air Line,*	*	*	*	*	*
2	Central New England,.....	*	*	*	*	† \$303,794.81
3	Colchester,*	*	*	*	*	*
4	Danbury & Norwalk,*	*	*	*	*	*
5	Housatonic,*	*	*	*	*	*
6	Middletown, Meriden & Waterbury,	*	*	*	*	*
7	Naugatuck,*	\$5,867,036.75	† \$4,851,619.00	\$5,237,190.73	\$5,570,645.74	*
8	New England,.....	*	*	*	*	*
9	New Haven & Derby,*	*	*	*	*	*
10	New Haven and Northampton,*	*	*	*	*	*
11	New London Northern,.....	623,892.35	713,329.44	768,571.58	838,531.76	829,470.23
12	New York, New Haven & Hartford, ..	27,901,735.79	30,345,630.10	29,623,333.10	30,322,737.55	37,143,917.07
13	Norwich & Worcester,§	\$	\$	\$	\$	*
14	Phila., Reading & New England,.....	724,114.27	746,569.93	647,474.86	681,610.83	373,411.75
15	Ridgefield & New York,¶	¶	¶	¶	¶	¶
16	Shepaug, Litchfield & Northern,.....	75,444.23	78,352.22	66,767.38	66,834.69	*
17	Shore Line,*	*	*	*	*	*
18	South Manchester,.....	14,897.32	11,030.52	9,932.18	13,384.53	13,138.41
Total,.....		\$35,206,110.71	\$36,746,531.21	\$36,353,269.83	\$37,493,745.10	\$38,663,732.27

* Included in N. Y., N. H. & H. R. R. Co. † Includes 10 months for M., W. & C. R. R. R. Co. § Included in N. E. R. R. Co. ¶ Projected road.
 ¶ From June 30, 1898, to January 22, 1899. † From January 22, 1899, to June 30, 1899.

COMPARATIVE STATEMENT FOR FIVE YEARS.

		TOTAL OPERATING EXPENSES.				
Number.	RAILROADS.	1895.	1896.	1897.	1898.	1899.
		*	*	*	*	*
1	Boston & New York Air Line,*	.....	.....	.....	.....	.....
2	Central New England,.....	.....	.....	.....	.....	.....
3	Colchester,*	.....	.....	.....	.....	.....
4	Danbury & Norwalk,.....	.....	.....	.....	.....	.....
5	Housatonic,*	.....	.....	.....	.....	.....
6	Middletown, Meriden & Waterbury,.....	.....	.....	.....	.....	.....
7	Naugatuck,*	.....	.....	.....	.....	.....
8	New England,.....	\$4,029,924.48	\$43,564,533.30	\$3,997,873.09	\$4,227,996.08	\$216,945.65
9	New Haven & Derby,*	.....	.....	.....	.....	.....
10	New Haven & Northampton,*	.....	.....	.....	.....	.....
11	New London Northern,.....	412,452.66	438,503.45	576,784.94	603,422.43	603,165.46
12	New York, New Haven & Hartford,.....	19,064,037.77	21,137,226.59	20,043,257.54	20,891,685.89	25,581,256.29
13	Norwich & Worcester,§	.....	.....	.....	.....	.....
14	Phila., Reading & New England,.....	522,452.57	545,895.68	452,297.02	468,081.67	254,994.64
15	Ridgefield & New York,¶	.....	.....	.....	.....	.....
16	Shepaug, Litchfield, & Northern,.....	50,368.51	60,562.92	55,613.78	63,900.41	.....
17	Shore Line,*	.....	.....	*	*	*
18	South Manchester,.....	12,667.57	13,096.14	10,911.33	10,688.13	12,753.61.
	Total,.....	\$24,091,893.56	\$25,754,818.08	\$25,136,737.70	\$26,265,774.61	\$26,669,115.65

* Included in N. Y., N. H. & H. R. R. Co. † Includes 10 months for M., W. & C. R. R. R. Co. § Included in N. E. R. R. Co. ¶ Projected road.
 || From June 30, 1898, to January 22, 1899. ‡ From January 22, 1899, to June 30, 1899.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	INCOME FROM PASSENGERS.				
		1895.	1896.	1897.	1898.	1899.
1	Boston & New York Air Line, *	*	*	*	*	*
2	Central New England, .....	.....	.....	.....	.....	.....
3	Colchester, *	*	*	*	*	†\$72,334.66
4	Danbury & Norwalk, *	*	*	*	*	*
5	Housatonic, *	*	*	*	*	*
6	Middletown, Meriden & Waterbury, ..	*	*	*	*	*
7	Naugatuck, *	*	*	*	*	*
8	New England,	\$1,814,809.00	†\$1,490,570.95	\$1,671,803.70	\$1,656,736.08	*
9	New Haven & Derby, *	*	*	*	*	*
10	New Haven & Northampton,	*	*	*	*	*
11	New London Northern,	216,348.14	225,924.93	208,794.03	216,626.18	211,444.94
12	New York, New Haven & Hartford, ..	13,204,838.44	13,928,017.52	13,618,249.83	13,453,499.94	15,505,050.32
13	Norwich & Worcester, \$	\$	\$	\$	\$	*
14	Phila., Reading & New England,	160,454.83	160,877.47	158,853.00	168,226.30	†103,957.57
15	Ridgefield & New York, †	†	†	†	†	†
16	Shepaug, Litchfield & Northern,	26,104.19	25,909.26	24,022.76	21,902.18	*
17	Shore Line, *	*	*	*	*	*
18	South Manchester,	7,780.33	3,158.30	3,316.69	4,027.68	4,136.28
	Total,	\$15,430,334.93	\$15,834,458.43	\$15,685,040.01	\$15,521,018.36	\$15,896,923.77

* Included in N. Y., N. H. & H. R. R. Co.

† Includes 10 months for M., W. & C. R. R. Co.

‡ From June 30, 1898, to January 22, 1899.

§ Included in N. E. R. R. Co.

¶ From January 22, 1899, to June 30, 1899.

¶ Projected road.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	INCOME FROM FREIGHT.				
		1895.	1896.	1897.	1898.	1899.
1	Boston & New York Air Line, *	*	*	*	*	*
2	Central New England,	*	*	*	*	†\$207,692.76
3	Colchester, *	*	*	*	*	*
4	Danbury & Norwalk, *	*	*	*	*	*
5	Housatonic, *	*	*	*	*	*
6	Middletown, Meriden & Waterbury, ..	*	*	*	*	*
7	Naugatuck, *	*	*	*	*	*
8	New England,	\$3,573,378.07	‡\$2,999,588.72	\$3,162,251.57	\$3,446,409.94	*
9	New Haven & Derby, *	*	*	*	*	*
10	New Haven & Northampton, *	*	*	*	*	*
11	New London Northern,	374,831.29	405,143.29	479,781.95	536,605.43	537,564.59
12	New York, New Haven & Hartford, ..	11,896,695.21	13,296,584.14	12,922,041.54	13,585,359.63	17,739,008.10
13	Norwich & Worcester, †	†	†	†	†	*
14	Phila., Reading & New England,	505,229.09	494,914.86	412,823.82	461,955.95	\$236,061.67
15	Ridgefield & New York, ||	||	||	||	||	||
16	Shepaug, Litchfield & Northern,	45,022.60	47,810.50	38,142.22	39,874.56	*
17	Shore Line, *	*	*	*	*	*
18	South Manchester,	6,984.99	7,755.92	6,506.19	9,249.05	8,914.68
	Total,	\$16,402,141.25	\$17,251,797.43	\$17,021,547.29	\$18,079,454.56	\$18,729,241.80

* Included in N. Y., N. H. & H. R. R. Co.

† Included in N. E. R. R. Co.

‡ Included 10 months for M., W. & C. R. R. Co.

|| Projected road.

§ From June 30, 1898, to January 22, 1899.

† From January 22, 1899, to June 30, 1899.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	NUMBER OF PASSENGERS CARRIED.				
		1895.	1896.	1897.	1898.	1899.
1	Boston & New York Air Line,*	*	*	*	*	*
2	Central New England,	*	*	*	*	†219,851
3	Colchester,*	*	*	*	*	*
4	Danbury & Norwalk,*	*	*	*	*	*
5	Housatonic,*	*	*	*	*	*
6	Middletown, Meriden & Waterbury,	*	*	*	*	*
7	Naugatuck,*	*	*	*	*	*
8	New England,	8,237,869	66,883,198	7,078,092	7,166,689	*
9	New Haven & Derby,*	*	*	*	*	*
10	New Haven & Northampton,*	*	*	*	*	*
11	New London Northern,	597,316	617,055	585,357	605,716	613,286
12	New York, New Haven & Hartford,	43,838,676	43,973,932	41,599,670	41,464,748	49,035,411
13	Norwich & Worcester,†	†	†	†	†	*
14	Phila., Reading & New England, .	371,653	406,020	411,147	472,417	§305,839
15	Ridgefield & New York,||	||	||	||	||	||
16	Shepaug, Litchfield & Northern, .	30,084	29,251	30,600	33,742	*
17	Shore Line,*	*	*	*	*	*
18	South Manchester,	117,734	71,192	78,823	92,136	95,081
	Total,	53,193,332	51,980,648	49,783,689	49,835,448	50,269,468

* Included in N. Y., N. H. & H. R. R. Co.

† Included in N. E. R. R. Co.

|| Projected road.

§ From June 30, 1898, to January 22, 1899.

b Includes 10 months for M., W. & C. R. R. Co.

† From January 22, 1899, to June 30, 1899.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	TONS OF FREIGHT CARRIED.				
		1895.	1896.	1897.	1898.	1899.
1	Boston & New York Air Line, *	*	*	*	*	*
2	Central New England,	*	*	*	*	† 350,516
3	Colchester, *	*	*	*	*	*
4	Danbury & Norwalk, *	*	*	*	*	*
5	Housatonic, *	*	*	*	*	*
6	Middletown, Meriden & Waterbury,	*	*	*	*	*
7	Naugatuck, *	*	*	*	*	*
8	New England,	3,414,873	b 2,761,019	3,077,243	3,389,325	*
9	New Haven & Derby, *	*	*	*	*	*
10	New Haven & Northampton, *	*	*	*	*	*
11	New London Northern,	659,685	754,200	735,161	801,698	749,403
12	New York, New Haven & Hartford,	9,665,236	10,866,909	10,391,726	11,042,006	14,875,823
13	Norwich & Worcester, †	†	†	†	†	*
14	Phila., Reading & New England,	666,630	688,689	553,553	687,878	§885,151
15	Ridgefield & New York, ||	||	||	||	||	||
16	Shepaug, Litchfield & Northern,	40,015	46,557	34,304	38,564	*
17	Shore Line, *	*	*	*	*	*
18	South Manchester,	23,173	25,432	23,864	33,213	30,749
	Total,	14,469,612	15,142,806	14,815,851	15,992,684	15,891,642

* Included in N. Y., N. H. & H. R. R. Co.

† Included in N. E. R. R. Co.

|| Projected road.

§ From June 30, 1893, to January 22, 1899.

b Includes 10 months for M. W. & C. R. R. Co.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	AMOUNT PAID IN DIVIDENDS.				
		1895.	1896.	1897.	1898.	1899.
1	Boston & New York Air Line,.....	\$119,940.00	\$119,940.00	\$119,940.00	\$119,940.00	119,940.00
2	Central New England,.....					
3	Colchester,.....					
4	Danbury & Norwalk,.....	30,000.00	30,000.00	30,000.00	30,000.00	30,000.00
5	Hartford & Connecticut Western,.....	54,022.00	54,040.00	26,298.00	26,349.00	26,358.00
6	Housatonic,.....	28,758.00	28,758.00	28,758.00		
7	Middletown, Meriden & Waterbury,.....					
8	Naugatuck,.....	200,000.00	200,000.00	200,000.00	200,000.00	200,000.00
9	New England,.....					150,000.00
10	New Haven & Derby,.....	13,410.00	17,880.00	17,880.00	17,880.00	17,880.00
11	New Haven & Northampton,.....	73,800.00	73,800.00	98,400.00	98,400.00	98,400.00
12	New London Northern,.....	135,000.00	135,000.00	135,000.00	135,000.00	135,000.00
13	New York, New Haven & Hartford,.....	3,794,290.00	3,608,542.00	3,803,516.00	3,809,816.00	4,158,688.00
14	Norwich & Worcester,.....	221,536.00	221,536.00	221,536.00	221,536.00	221,536.00
15	Phila. Reading & New England,.....					
16	Ridgefield & New York,.....					
17	Shepaug, Litchfield & Northern,.....					
18	Shore Line,.....	72,500.00	72,500.00	75,000.00		
19	South Manchester,.....					
	Total,	\$4,743,256.00	\$4,561,996.00	\$4,756,328.00	\$4,658,921.00	\$5,157,802.00

|| Projected road.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	AMOUNT PAID FOR INTEREST.				
		1895.	1896.	1897.	1898.	1899.
1	Boston & New York Air Line,.....	\$25,000.00	\$25,000.00	\$25,000.00	\$25,000.00	\$25,000.00
2	Central New England,.....	.....	.....	.....	.....	.....
3	Colchester,.....	.....	1,750.00	1,750.00	1,750.00	1,750.00
4	Danbury & Norwalk,.....	33,500.00	33,500.00	33,500.00	33,500.00	33,500.00
5	Hartford & Connecticut Western,...	35,000.00	35,000.09	35,000.00	35,000.00	35,000.00
6	Housatonic,.....	149,000.00	149,000.00	149,000.00	149,000.00	.....
7	Middletown, Meriden & Waterbury,...	.....	.....	.....	.....	.....
8	Naugatuck,.....	6,000.00	6,000.00	6,000.00	6,000.00	6,000.00
9	New England,.....	101,100.00	250,125.00	893,425.00	1,349,525.00	970,000.00
10	New Haven & Derby,.....	73,300.00	73,300.00	73,300.00	73,300.00	73,300.00
11	New Haven & Northampton,.....	233,000.00	233,000.00	233,000.00	233,000.00	187,500.00
12	New London Northern,.....	68,120.00	68,120.00	68,120.00	68,120.00	68,120.00
13	New York, New Haven & Hartford,...	202,000.00	202,000.00	202,000.00	222,829.15	324,230.55
14	Norwich & Worcester,.....	24,000.00	24,000.00	15,000.00	32,600.00	38,200.00
15	Philadelphia, Reading & New Eng.,...	.....	.....	.....	.....	.....
16	Ridgefield & New York,.....	.....	.....	.....	.....	.....
17	Shepaug, Litchfield & Northern,.....	.....	.....	.....	.....	.....
18	Shore Line,.....	9,000.00	9,000.00	9,000.00	.....	.....
19	South Manchester,.....	.....	.....	.....	.....	.....
	Total,.....	\$959,020.00	\$1,109,795.00	\$1,744,095.00	\$2,229,624.15	\$1,762,600.55

|| Projected road.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.		ACCIDENT TO PASSENGERS IN CONNECTICUT.									
		1895.		1896.		1897.		1898.		1899.	
		Fatal.	Not Fatal.	Fatal.	Not Fatal.	Fatal.	Not Fatal.	Fatal.	Not Fatal.	Fatal.	Not Fatal.
1	Boston & New York Air Line, *	*	..	*	..	*	..	*	..	*	..
2	Central New England, .....	..	..	..	..	..	..	..	..	..	..
3	Colchester, *	*	..	*	..	*	..	*	..	*	..
4	Danbury & Norwalk, *	*	..	*	..	*	..	*	..	*	..
5	Hartford & Connecticut Western, †	†	..	†	..	†	..	†	..	†	..
6	Housatonic, *	*	..	*	..	*	..	*	..	*	..
7	Middletown, Waterbury & Meriden, ..	..	..	..	..	..	..	..	..	..	..
8	Naugatuck, *	*	..	*	..	*	..	*	..	*	..
9	New England, .....	..	8	2	7	..	8	..	4	..	..
10	New Haven & Derby, *	*	..	*	..	*	..	*	..	*	..
11	New Haven & Northampton, *	*	..	*	..	*	..	*	..	*	..
12	New London Northern, .....	..	..	..	..	..	..	..	..	..	..
13	New York, New Haven & Hartford, ..	3	14	..	5	1	19	..	1	..	8
14	Norwich & Worcester, †	†	..	†	..	†	..	†	..	†	..
15	Philadelphia, Reading & New England, ..	..	1	..	..	..	..	..	3	..	..
16	Ridgefield & New York, ||	||	..	||	..	||	..	||	..	||	..
17	Shepaug, Litchfield & Northern, .....	..	..	..	..	..	..	..	1	..	..
18	South Manchester, .....	..	..	..	..	..	..	..	..	..	..
Total,		3	23	2	12	1	28	..	12	..	8

* Included in N. Y., N. H. & H. R. R. Co.

† Included in P., R. & N. E. R. R. Co.

‡ Included in New England R. R. Co.

|| Projected road.

SUMMARY OF TABLES REFERRING TO STEAM RAILROADS.

	1898.	1899.	INCREASE.	DECREASE.
Capital stock issued,	\$99,433,420.88	\$103,063,695.88	\$3,630,275.00	.....
Capital stock in Connecticut,	39,952,500.00	51,073,650.00	11,121,150.00	.....
Funded debt,	46,760,000.00	39,199,000.00	.....	\$7,561,000.00
Current liabilities,	5,702,884.88	8,002,023.36	2,299,138.48	.....
Total stock and debt,	151,896,305.76	150,264,719.24	.....	1,631,586.52
Permanent investments,	158,925,812.73	155,441,300.20	.....	3,484,512.53
Gross earnings,	37,443,745.10	38,663,732.27	1,169,987.17	.....
Operating expenses,	26,265,774.61	26,669,115.65	403,341.04	.....
Net earnings,	11,227,970.49	11,994,616.62	766,646.13	.....
Paid for taxes,	2,032,983.19	2,247,348.14	214,364.95	.....
Paid for interest,	2,229,624.15	1,762,600.55	.....	467,023.60
Paid for dividends,	4,658,921.00	5,157,802.00	498,881.00	.....
Income from passengers,	15,521,018.36	15,896,923.77	375,905.41	.....
Income from freight,	18,079,454.56	18,729,241.80	649,787.24	.....
Paid for maintenance of way and structure,	4,918,337.08	5,180,941.62	262,604.54	.....
Paid for maintenance of equipment,	4,157,487.76	4,201,109.94	43,922.18	.....
	Miles.	Miles.	Miles.	Miles.
Total length of main line and branches,	2,316.17	2,320.59	4.42	.....
Total of same in Connecticut,	1,008.25	1,013.35	5.10	.....
Total length of sidings,	1,175.76	1,186.57	10.81	.....
Total of same in Connecticut,	463.52	472.43	8.91	.....
Total second, third, and fourth tracks,	797.46	803.73	6.27	.....
Total of same in Connecticut,	333.43	333.43	.....	.....
Run by passenger trains,	13,407,405	13,836,683	429,278	.....
Run by freight trains,	6,879,429	6,705,491	.....	173,938
Other trains,	5,916,193	5,335,504	.....	580,689
Total run by all trains,	26,203,027	25,877,678	.....	325,349
Total passenger mileage,	861,761.095	878,618.003	16,856.908	.....
Total freight mileage,	1,302,170,809	1,343,075,913	40,905,104	.....
Number of passengers carried,	49,835,448	50,269,468	434,020	.....
Number of tons of freight carried,	15,992,684	15,891,642	.....	101,042
Highway grade crossings in Connecticut,	1,007	998	.....	9
Number of men employed,	26,784	28,211	1,427	.....
Number of engines,	978	978	.....	.....
Number of cars,	17,841	15,786	.....	2,055
Passengers injured—fatal, . . . . .	.....	.....	.....	.....
Passengers injured—not fatal,	12	8	.....	4
Employees injured—fatal,	31	29	.....	2
Employees injured—not fatal,	144	156	12	.....
Trespassers injured—fatal,	98	71	.....	27
Trespassers injured—not fatal,	57	46	.....	11
Others injured—fatal,	12	7	.....	5
Others injured—not fatal,	12	10	.....	2
Injured at grade crossings—fatal,	16	9	.....	7
Injured at grade crossings—not fatal,	9	8	.....	1

TABLE No. 1.

Number.	STREET RAILWAYS.	Location.	Length of road, exclusive of sidings.	Length of road, including sidings.	Motive power.	Capital authorized by charter.	Stock issued.	Bonds issued.	Floating indebtedness.	Capital stock, bonds, and floating debt per mile of road operated, including sidings.
1	Bridgeport Traction Co.,	Bridgeport, Fairfield, Southport, Westport, and Stratford.	53.600	54.800	Elect'ry.	\$2,000,000.00	\$2,000,000.00	\$2,000,000.00	.....	\$72,992.70
2	Bristol & Plainville Tramway Co.,	Bristol, Forestv., Plainv., L. Comp.,	7.337	7.867	"	1,000,000.00	100,000.00	135,000.00	.....	31,366.97
3	Conn. Lighting & Power Co., ¹	N. Britain, Berlin, Plainv., Newgt'n,	16.550	18.620	"	1,000,000.00	600,000.00	600,000.00	10,000.00	64,983.89
4	Conn. Lighting & Power Co., ²	Waterbury, Waterville, Naugatuck,	13.040	15.660	"	1,000,000.00	750,000.00	600,000.00	29,427.50	88,086.05
5	Danbury & Bethel Street Ry Co.,	Danbury and Bethel,	10.586	11.150	"	323,000.00	320,000.00	200,000.00	5,000.00	47,083.30
6	Derby Street Railway Co.,	Derby and Ansonia,	6.890	6.290	"	250,000.00	150,000.00	150,000.00	66,231.91	58,234.01
7	E. Hfd. & Glas'by H'sc R.R. Co., ³	E. Hfd. and Glastonbury, and Burnside,	9.000	9.557	"	300,000.00	.....	200,000.00	.....	27,027.07
8	Enfield & L'gm'w Elec. Ry Co.,	Thompson's, Enfield, and White Pl.,	8.360	8.620	"	500,000.00	116,700.00	100,000.00	4,050.00	25,609.05
9	Fair Haven & Westville R.R. Co., ⁴	N. H., Westv., F. Hav., M'towe, N. H.,	19.889	20.786	"	1,500,000.00	900,000.00	.....	.....	43,298.37
10	Fair Haven & Westville R.R. Co., ⁵	N. H., Westv., F. Hav., M'towe, N. H.,	60.906	63.659	"	5,000,000.00	2,000,000.00	1,133,000.00	565,300.00	58,097.04
11	Hfd., Man. & Rockv'e Tram. Co.,	Hfd., Man'ch'r, Falcottville, Rockv.,	17.880	18.320	"	500,000.00	300,000.00	200,000.00	7,000.00	27,674.67
12	Hartford Street Railway Co.,	Hfd., Wethers'rd, W. Hfd., Wdsr., So. Wdsr., Rainb., New'gton, E. Hfd.,	56.941	62.536	"	2,000,000.00	1,000,000.00	1,977,000.00	120,000.00	49,523.47
13	Hfd. & W. Hfd. Horse R. R. Co.,	(No report furnished.)	9.700	10.500	"	.....	.....	.....	.....	.....
14	Manufacturers' Railroad Co.,	New Haven Freight Yards,	1.364	1.364	"	20,000.00	20,000.00	.....	14,000.00	24,926.63
15	Meriden Electric Railroad Co.,	Meriden, Yalesville, and Walling'rd,	17.000	17.500	"	1,000,000.00	1,000,000.00	500,000.00	141,900.00	93,822.86
16	Mer. Southington & Com. T. Co.,	Meriden and Southington,	8.000	8.700	"	300,000.00	120,000.00	100,000.00	.....	25,287.36
17	Middletown Street Railway Co.,	Middletown and Portland,	9.250	9.920	"	200,000.00	135,000.00	145,000.00	9,350.00	29,163.35
18	Milford Street Railway Co.,	Milford and Woodmont,	13.600	13.800	"	350,000.00	100,000.00	.....	.....	7,246.38
19	New Haven Street Railway Co.,	New Haven, E. Haven, Mt. Carmel, Westville, and Centerville,	26.800	28.500	"	1,250,000.00	1,000,000.00	850,000.00	34,500.00	66,122.81
20	Newington Tramway Co., ⁶	Newington,	.....	.....	"	8.00	8.00	.....	.....	.....
21	New London Street Railway Co.,	New London,	6.960	7.180	"	500,000.00	250,000.00	110,000.00	23,567.73	53,421.69
22	Norwalk Street Railway Co.,	Norw'k, So. Norw'k, and Winnip'k,	7.520	7.780	"	500,000.00	100,000.00	110,000.00	42,000.00	32,390.75
23	Norwalk Tramway Co.,	Norwalk, East Norwalk, Rowayton, Darien, Noroton, Stamford, and Westport,	17.520	20.020	"	850,000.00	287,000.00	399,000.00	.....	34,265.73
24	Norwich Street Railway Co.,	Norwich, Taftville, Yantic, Laurel H.,	12.405	12.955	"	600,000.00	250,000.00	205,000.00	17,000.00	41,065.23
25	Shelton Street Railway Co.,	Derby and Shelton,	2.500	2.621	"	75,000.00	75,000.00	.....	.....	28,615.03
26	So. Man. L't. Power & Tram. Co.,	South Manchester and Manchester,	.....	795	"	10,000.00	10,000.00	.....	.....	12,578.02
27	Stamford Street Railroad Co.,	Stamford,	10.410	10.610	"	200,000.00	92,240.00	75,000.00	143,837.11	29,319.24
28	Tor'gton & Winchester St. Ry. Co.,	Torrington, Winsted, and Burrville,	12.559	13.020	"	1,000,000.00	200,000.00	150,000.00	25,000.00	38,579.74
29	Westport & Sanguine St. Ry. Co.,	Westport, Saugat'k, and Compo B'ch,	5.120	5.350	"	100,000.00	40,000.00	9,800.00	41,690.00	17,312.39
30	West Shore Railway Co.,	Savin Rock and Woodmont,	3.900	4.110	"	No report	furnished.	.....	.....	.....
31	Winchester Avenue R. R. Co.,	N. Haven, W. Haven, and Savin R'k,	17.540	19.310	"	1,000,000.00	800,000.00	100,000.00	30,000.00	74,054.89
Total,			462.922 ⁸	491.810 ⁹	.....	\$23,328,000.00	\$12,715,948.00	\$10,608,800.00	\$1,341,314.31	\$55,731.94

TABLE No. 1. — EXPLANATIONS.

¹ New Britain District.² Waterbury District.³ Operated by Hartford Street Railway Co.⁴ Owned and operated by Hartford Street Railway Company, and Connecticut Lighting and Power Company.⁵ Operated by Hartford, Manchester & Rockville Tramway Company.⁶ Eight months ending June 30, 1899.⁷ The total length of roads exclusive of sidings, while shown as 462.922, being the mileage reported by such roads as make returns, together with that of the Hartford and West Hartford Horse Railroad Company, and the West Shore Railway Company, both of which roads are in operation, but fail to make returns this year, the actual mileage of all roads should be 416.233, the net increase during the year being 23.222 miles, arrived at as follows:

INCREASE IN MILEAGE.	
Bridgeport Traction Company,	1.000
Fair Haven and Westville Railroad Company,	6.459
Hartford Street Railway Company, . . . . .	.303
Meriden, Southington and Compounce Tramway Company,	8.000
Milford Street Railway Company,	13.600
Norwich Street Railway Company, . . . . .	.490
Connecticut Lighting and Power Company (Western Dist.), . . . . .	.860
Total increase,	30.712
DECREASE IN MILEAGE.	
Stamford Street Railroad Company, . . . . .	.640
By consolidation of Portland Street Railway with Middletown Street Railway Company, . . . . .	.850
Total decrease,	1.490
Net increase,	29.222

In the consolidated return made by the Fair Haven and Westville Railroad Company, for eight months ending June 30, 1899, this road reports 60.906 miles, but in this amount is included the 19.889 miles of the same road before consolidation, and 26.800 miles of the New Haven Street Railway Company (which road is in the consolidation); making a total of 46.689 miles, which added to the actual number of miles operated by all roads, viz., 416.233, makes the total 462.922 miles appearing in table.

⁸ The total length of roads, including sidings, is shown as 491.810 miles. Deducting from this total, however, the mileage reported by the roads referred to in note in regard to mileage exclusive of sidings, and the actual mileage would appear to be 442.584 miles. The additional length of sidings laid during the year appears to be about 1,956 miles.

¹¹ First mortgage.¹⁰ Debentures.

TABLE No. 2.

Number.	STREET RAILWAYS.	Cost construction.	Cost equipment.	Cost of construction and equip. per mile of road.	Gross earnings.	Gross earnings per mile operated.	Gross earnings per mile run.	Operating expenses.	Operating expenses per mile operated.	Operating expenses per mile run.	Net earnings.	Dividends.	Interest.
1	Bridgeport Traction Co.,	\$3,725,231.92	\$237,593.72	\$3,896.09	\$357,604.46	\$6,671.73	\$0.1870	\$192,108.32	\$3,584.11	\$0.10051	\$15,496.33	\$40,000.00	\$88,600.00
2	Bristol & Plainville Traction Co.,	a 232,385.24	31,525.51	35,969.84	\$24,610.04	\$340.61	0.1182	713,302.05	1,813.01	0.63914	18,555.85	6,000.00	7,294.92
3	Conn. Lighting & Power Co., (New Britain Dist.)	a 1,186,591.33	150,540.10	80,793.44	\$26,415.25	\$4,963.24	0.1750	m 29,167.40	n 2,975.39	0.14014	51,571.67		34,000.00
4	Conn. Lighting & Power Co., (Waterbury Dist.)	864,328.16	75,636.02	72,083.14	291,511.76	\$2,523.43	0.2033	m 63,322.41	n 3,856.13	0.140648	76,888.22	25,409.00	15,375.21
5	Danbury & Bethel Street Ry. Co.,	416,846.35	121,941.03	50,896.22	58,675.35	5,542.73	0.1792	37,313.24	3,524.77	0.11393	21,362.11	6,400.00	10,205.00
6	Derby Street Railway Co.,	240,003.00	66,596.30	25,232.22	58,654.32	9,953.20	0.2550	33,327.72	5,641.38	0.14340	25,396.60	2,000.00	8,732.81
7	East Hrd. & Glashury H. R. Co.,	200,000.00		22,232.22									
8	Enfield & Lg Meadow Elec. Ry. Co.,	216,700.00		25,321.05	21,142.19	2,887.89	0.1270	18,772.55	2,245.47	0.09877	5,370.58		5,000.00
9	Fair Haven & Westville R. Co., (Four months ending Oct. 31, 1893.)	589,707.65	135,458.47	36,440.66	112,912.19	5,677.12	0.1965	83,197.16	3,177.51	0.10698	40,714.64	54,000.00	7,100.00
10	Fair Haven & Westville R. Co., (Eight months ending June 30, 1893.)	3,398,875.02	300,690.50	60,577.87	337,887.69	5,876.07	0.1932	224,338.36	3,683.35	0.13112	193,544.32	50,000.00	46,216.79
11	Hartford, Man. & Rockville Traction Co.,	459,070.92	79,051.01	30,096.30	109,992.37	6,151.70	0.2618	75,516.32	4,235.51	0.17978	34,476.05		10,742.28
12	Hartford Street Railway Co.,	2,347,843.85	532,378.51	48,626.02	614,631.05	17,944.17	0.1852	433,707.47	7,616.79	0.13773	180,933.58	42,000.00	104,291.61
13	Hartford & W. Hrd. Horse Ry. Co.,	28,070.41	6,436.32	25,337.37	6,532.00	1,809.95	p.	4,091.36	2,183.40	p.	2,483.24		713.21
14	Manufacturers' Railroad Co.,	1,545,823.05	90,377.38	46,252.20	112,123.23	6,505.47	0.1908	73,911.92	4,347.76	0.13578	38,311.11		25,000.00
15	Menden Electric Railroad Co.,	292,000.00		27,500.00	27,117.23	2,397.15	0.1940	19,911.38	2,120.17	0.07773	10,215.86	1,200.00	5,000.00
16	Merriden, Southington & Conn. T. Co.,	263,814.00	6,019.80	24,711.27	40,511.32	1,397.40	0.2033	20,383.10	3,176.53	0.14743	11,128.23		7,850.72
17	Middlebury Street Railway Co.,	15,106.56	No equipment	11,654.60	26,330.37	1,980.17	0.1752	18,454.94	1,311.69	0.12158	8,275.45		
18	New Haven Street Railway Co., (For months ending Oct. 31, 1893.)	1,740,376.79	153,237.51	70,935.31	105,375.87	3,931.94	0.2045	58,774.10	2,193.06	0.11405	46,601.77	25,000.00	15,326.42
19	Newington Traction Co.,	290,670.23	87,446.11	55,620.16	56,573.55	8,198.40	0.2567	32,952.57	4,724.56	0.14940	23,621.08	12,500.00	5,500.00
20	Norwalk Street Railway Co.,	176,051.07	60,457.47	31,450.60	69,316.78	6,614.06	0.2221	29,046.83	3,462.61	0.19977	20,190.87	4,500.00	8,679.66
21	Norwalk Traction Co.,	691,707.80		39,481.04	69,316.78	3,956.40	0.1534	43,693.41	2,493.92	0.09672	25,622.77		19,706.11
22	Norwich Street Railway Co.,	453,457.30	94,542.20	41,775.78	77,615.35	6,259.20	0.2631	52,914.04	4,270.38	0.17952	24,671.31	5,000.00	597.01
23	Shelton Street Railway Co.,	140,383.75	13,674.08	61,623.73	6,305.20	2,592.08	0.1033	5,362.42	2,104.98	0.08622	1,042.74		
24	So. Man. Light, Power & Tram. Co.,	11,811.69		14,870.05	6,305.20	2,592.08							
25	Stamford Street Railway Co.,	289,080.02	19,667.02	29,658.70	50,042.13	4,807.13	0.1594	36,411.04	3,417.78	0.11596	13,620.94		
26	Torrington & Winchester St. Ry. Co.,	335,234.41	42,254.82	30,062.05	40,330.22	3,211.26	0.1629	21,666.91	1,725.22	0.08753	18,963.25	5,000.00	8,079.68
27	Wesport & Saugatuck St. Ry. Co.,	68,433.45	9,521.72	15,925.62	6,363.25	1,243.81	0.1084	6,308.82	1,932.19	0.10737	59.47		1,595.83
28	West Shore Railway Co.,		(No report)		(furnished)								
29	Winchester Avenue Railroad Co.,	781,503.47	250,779.90	58,563.10	271,942.05	15,504.11	0.2482	158,655.65	9,495.36	0.14428	113,286.40	64,001.86	33,295.00
Total,		\$20,999,857.78	\$2,564,967.39	\$56,614.50	\$5,040,886.85	\$97,395.73	0.2082	\$1,919,378.24	\$4,611.31	\$1.12/08	\$1,121,508.59	\$343,100.86	\$468,848.26

a Construction includes cost of electric light plant.

b Includes equipment, companies claiming to be unable to separate accounts.

c Owned and operated by Hartford Street Ry. Co. and Conn. Lighting & Power Co.

d Leased to and operated by Winchester Avenue Railroad Co.

e Earnings of railway by using electric light plant.

f Calculation made by using earnings of railway, first deducting expenses of electric light plant.

g Operating expenses of electric light plant.

h Calculation made by using operating expenses of electric light plant only.

i Calculation made on total amount of gross earnings, including earnings of electric light plants.

j Calculation made on total amount of gross earnings, less the earnings of electric light plants.

k Calculation made on total operating expenses, including expenses of electric light plants.

l Calculation made on total operating expenses, less the expenses of electric light plants.

Operated by Hartford Street Railway Co. No equipment.
 b Business of this road consists of running freight cars of steam railroads to and from manufacturing concerns.
 c Owned and operated by Hartford Street Ry. Co. and Conn. Lighting & Power Co.
 d Leased to and operated by Winchester Avenue Railroad Co.
 e Earnings of railway by using electric light plant.
 f Calculation made by using earnings of electric light plant only.
 g Operating expenses of railway, first deducting expenses of electric light plant.
 h Calculation made by using operating expenses of railway, first deducting expenses of electric light plant.
 i Calculation made by using operating expenses of electric light plant only.
 j Calculation made on total amount of gross earnings, including earnings of electric light plants.
 k Calculation made on total amount of gross earnings, less the earnings of electric light plants.
 l Calculation made on total operating expenses, including expenses of electric light plants.

TABLE No. 3.

No.	STREET RAILWAYS.	Taxes paid.	Miles run.	Passengers carried.	Number of passengers per mile run.	Number of employees.	ACCIDENTS.	
							Killed.	Injured.
1	Bridgeport Traction Company,	\$18,540.63	1,911.373	6,943,559	3.63	200	3	185
2	Bristol & Plainville Tramway Co.,	1,701.56	208.125	735,790	3.05	30	1	1
3	Conn. Lighting and Power Co. (New Britain Dist.),	7,648.87	450.219	2,078,275	4.62	85		9
4	Conn. Lighting and Power Co. (Waterbury Dist.),	7,130.24	642.836	3,897,112	6.06	100		15
5	Danbury & Bethel Street Railway Co.,	1,048.95	327.511	1,132,032	3.46	45		
6	Derby Street Railway Co.,	2,281.82	231,709	1,240,705	5.35	22	2	3
7	East Hartford & Glastonbury Horse Railroad Co., ¹							
8	Enfield & Longmeadow Electric Railway Co.,	946.76	190.044	480,258	2.53	17		
9	Fair Haven & Westville Railroad Co., ²		574.648	2,230,799	3.88	225		4
10	Fair Haven & Westville Railroad Co., ³	28,755.71	1,852.214	7,069,183	3.82	432		10
11	Hartford, Manchester & Rockville Tramway Co.,	2,460.14	420.051	926,260	2.21	65	3	2
12	Hartford Street Railway Co.,	38,471.43	3,148,930	12,596,948	4.00	550	3	45
13	Hartford & West Hartford Horse Railroad Co., ⁴							
14	Manufacturers' Railroad Co., ⁵	200.00				3		
15	Meriden Electric Railroad Co.,	5,569.87	587.636	2,209,458	3.76	70	1	7
16	Meriden, Southington & Compounce Tramway Co.,		218.160	495,397	2.27	16		1
17	Middletown Street Railway Co.,	1,539.50	199,297	880,151	4.42	17		
18	Milford Street Railway Co.,		153.731	306,836	2.00	19		4
19	New Haven Street Railway Co., ⁶	44.23	515.355	2,156,765	4.19	175		3
20	Newington Tramway Co., ⁷							
21	New London Street Railway Co.,	3,530.00	220.427	1,210,526	5.49	25		3
22	Norwalk Street Railway Co.,	2,255.00	223,916	1,020,886	4.56	25		
23	Norwalk Tramway Co.,	3,697.25	451,761	1,535,601	3.40	50		5
24	Norwich Street Railway Co.,	4,725.00	295,083	1,821,115	6.17	45		3
25	Shelton Street Railway Co.,		61,037	106,104	1.74	6		1
26	So. Manchester Light, Power & Tramway Co., ⁸	100.00						
27	Stamford Street Railroad Co.,	1,662.20	314.001	1,026,325	3.26	40		6
28	Torrington & Winchester Street Railway Co.,	2,165.09	247,526	844,984	3.41	27		4
29	Westport & Saugatuck Street Railway Co.,	509.65	58,757	125,214	2.13	6		1
30	West Shore Railway Co., ⁹							
31	Winchester Avenue Railroad Co.,	15,292.71	1,099,558	6,014,419	5.47	170		
	Total,	\$150,276.61	14,603,905	59,084,702	4.05	2,465	12	312

¹ Operated by Hartford Street Railway Co.² Four months ending October 31, 1898.³ Eight months ending June 30, 1899.⁴ No report furnished.⁵ No record. Business of this road consists of moving freight cars of steam railroads to and from manufacturing concerns.⁶ Four months ending Oct. 31, 1898.⁷ Owned and operated by Hartford Street Railway Co. and Conn. Lighting and Power Co.⁸ Operated by Hartford, Manchester & Rockville Tramway Co.⁹ No report furnished.

SUMMARY OF TABLES REFERRING TO STREET RAILWAYS.

	1898	1899	Increase.	Decrease.
Capital stock issued,	\$10,451,040.00	\$12,715,948.00	\$2,264,908.00	.....
Bonds issued,	10,022,800.00	10,608,800.00	586,000.00	.....
Floating indebtedness,	758,828.04	1,341,314.31	582,486.27	.....
Cost of construction and equipment, . .	19,806,240.78	23,564,825.17	3,758,584.39	.....
Gross earnings,	2,018,985.98	3,040,886.83	1,021,900.85	.....
Operating expenses,	1,312,561.37	1,919,378.24	606,816.87	.....
Net earnings,	709,083.91	1,121,508.59	412,424.68	.....
Dividends,	180,276.40	343,100.86	162,824.46	.....
Interest paid,	325,074.16	468,848.26	143,774.10	.....
Taxes paid,	161,164.36	150,276.61	.....	\$10,887.75
	Miles.	Miles.	Increase.	Decrease.
Length of road exclusive of sidings, . .	387.011	416.233	29.222	.....
" " " including sidings, . .	411.406	442.584	31.178	.....
Miles run,	10,323,464	14,603,905	4,280,441	.....
Passengers carried,	39,272,306	59,084,702	19,812,396	.....
Number of employes,	1,978	2,465	487	.....
Number of persons injured fatally, . .	10	12	2	.....
" " " " not fatally, . .	128	312	184	.....

Names of Railroad Commissioners, Commencement of Term, and Residence.

Zaccheus W. Bissell,*	Sharon,	1853	
Moses B. Harvey,*	Stafford,	1853	
John Stewart,*	Chatham,	1853	resigned.
James N. Palmer,*	New Haven,	1854	to fill vacancy.
John Gould,*	Fairfield,	1854	
John S. Jewett,*	Sharon,	1855	
Henry Hammond,*	Killingly,	1856	
Patten Fitch,*	Bolton,	1857	
John Gould,*	Fairfield,	1858	
George D. Wadhams,*	Torrington,	1859	
Henry Hammond,*	Killingly,	1860	
Joseph W. Dudley,*	Madison,	1861	
John J. Jacques,*	Waterbury,	1862	to fill vacancy.
Abel Scranton,*	Madison,	1862	
Samuel Fitch,*	Stafford,	1863	
Abel Scranton,*	Madison,	1864	
William A. Cummings,*	Darien,	1865	
Samuel Fitch,*	Stafford,	1866	
Albert Austin,*	Suffield,	1867	
James Pike,*	Sterling,	1868	
Charles H. Denison,	Stonington,	1869	resigned.
Simeon Gallup,	Groton,	1870	to fill vacancy.
John I. Hutchinson,	Essex,	1870	
James Pike,*	Sterling,	1871	resigned.
Simeon Gallup,	Groton,	1872	to fill vacancy.
Andrew Northrop,*	Brookfield,	1872	
Charles W. Scott,*	Sprague,	1873	to fill vacancy.
George W. Arnold,*	Haddam,	1873	
George M. Woodruff,	Litchfield,	1874	
Minott A. Osborn,*	New Haven,	1875	
George W. Arnold,*	Haddam,	1876	
George M. Woodruff,	Litchfield,	1877	
John W. Bacon,	Danbury,	1877	to fill vacancy.
John W. Bacon,	Danbury,	1878	
Francis A. Walker,*	New Haven,	1879	resigned Nov.
William H. Hayward,	Colchester,	1880	to fill vacancy.
George M. Woodruff,	Litchfield,	1880	
John W. Bacon,	Danbury,	1881	
William H. Hayward,	Colchester,	1882	
George M. Woodruff,	Litchfield,	1883	
John W. Bacon,	Danbury,	1884	
William H. Hayward,	Colchester,	1885	
George M. Woodruff,	Litchfield,	1886	
William O. Seymour,	Ridgefield,	1887	
George M. Woodruff,	Litchfield,	1889	
William H. Hayward,	Colchester,	1889	
William O. Seymour,	Ridgefield,	1891	
George M. Woodruff,	Litchfield,	1893	
Alex. C. Robertson,	Montville,	1893	
William O. Seymour,	Ridgefield,	1895	
Orsamus R. Fyler,	Torrington,	1897	
Washington F. Willcox,	Deep River,	1897	
William O. Seymour,	Ridgefield,	1899	

Clerk.....HENRY F. BILLINGS,

HARTFORD, CONN.

OFFICE, Nos. 41 and 43 State Capital, Hartford.

* Deceased.

R. R.—12.

CONTENTS OF TABLES.

STEAM RAILROADS.

- 1 Names of roads and branches.
- 2 Date when chartered.
- 3 " " opened for use.
- 4 Location of road.
- 5 Length of main line and branches.
- 6 " " double track.
- 7 " " third track.
- 8 " " fourth track.
- 9 " " sidings.
- 10 " " road, single track, miles.

CAPITAL STOCK.

- 11 Total amount authorized.
- 12 " " issued for cash.
- 13 " " " bonds.
- 14 " " " stocks of other corporations.
- 15 " " " undivided earnings.
- 16 " " " increased valuation.
- 17 " " issued otherwise.
- 18 " " " "
- 19 " " " per last report.
- 20 " " " mile of road.
- 21 " " held in Connecticut.
- 22 " " " " per last report.
- 23 " number of stockholders in Connecticut.
- 24 " " " " " " " per last report.

DEBT.

- 25 Amount of funded debt.
- 26 Current liabilities.
- 27 Total debt.
- 28 " " per last report.
- 29 Funded debt per mile of road.
- 30 Total stock and debt.

PROPERTY ACCOUNT.

- 31 Cost of road.
- 32 " equipment.
- 33 Bonds and stocks.

- 34 Other permanent investments.
- 35 Cash and current assets.
- 36 Other assets.
- 37 Total.
- 38 Cost of road per mile.

GROSS EARNINGS.

- 39 Total.
- 40 " per last report.
- 41 " " mile of road operated.
- 42 " " " run.

NET EARNINGS.

- 43 Total.
- 44 " per last report.
- 45 " " mile of road operated.
- 46 " " " run.

DIVIDENDS.

- 47 Total amount paid.
- 48 " " " per last report.
- 49 Capital stock on which dividends were paid.
- 50 " " " no dividends were paid.
- 51 Paid for taxes.
- 52 " interest.
- 53 " insurance.

OPERATING EXPENSES.

- 54 Maintenance of way and structures.
- 55 " " equipment.
- 56 Conducting transportation.
- 57 General expenses.
- 58 Total.
- 59 " miles operated.
- 60 " per mile of road operated.
- 61 " " " run.

MAINTENANCE OF WAY AND STRUCTURES.

- 62 Repairs of roadway.
- 63 Renewals of rails.
- 64 " " ties.
- 65 Repairs and renewals of bridges and culverts.
- 66 " " " " fences, road-crossings, signs, and cattle-guards.
- 67 " " " " buildings and fixtures.
- 68 " " " " docks and wharves.
- 69 " " " " telegraph.
- 70 Stationery and printing.
- 71 Other expenses.
- 72 Total.
- 73 Per mile of road operated.
- 74 " " run.

MAINTENANCE OF EQUIPMENT.

75	Superintendence.
76	Repairs and renewals of locomotives.
77	“ “ “ passenger cars.
78	“ “ “ freight cars.
79	“ “ “ work cars.
80	“ “ “ marine equipment.
81	“ “ “ shop machinery, tools.
82	Stationery and printing.
83	Other expenses.
84	Total.
85	Per mile of road operated.
86	“ “ run.

CONDUCTING TRANSPORTATION.

87	Superintendence.
88	Engine and round-house men.
89	Fuel for locomotives.
90	Water supply for locomotives.
91	Oils, tallow, and waste for locomotives.
92	Other supplies for locomotives.
93	Train service.
94	Train supplies and expenses.
95	Switchmen, flagmen, and watchmen.
96	Telegraph expenses.
97	Station service.
98	“ supplies.
99	Switching charges balance.
100	Car mileage balance.
101	Hire of equipment.
102	Loss and damage.
103	Injuries to persons.
104	Clearing wrecks.
105	Operating marine equipment.
106	Advertising.
107	Outside agencies.
108	Commissions.
109	Stock yards and elevators.
110	Rents for tracks, yards, and terminals.
111	“ of buildings and other property.
112	Stationery and printing.
113	Other expenses.
114	Total.

PASSENGER TRAFFIC.

115	Number of passengers carried.
116	“ “ per last report.
117	“ “ one mile.
118	Average distance carried.
119	Total passenger revenue.
120	Average amount received from each passenger.

- 121 Average receipts per passenger per mile.
 122 Passenger earnings per mile of road.
 123 " " " train mile.

FREIGHT TRAFFIC.

- 124 Tons of freight carried.
 125 " " per last report.
 126 " " one mile.
 127 Average distance haul of one ton.
 128 Total freight revenue.
 129 Average amount received for each ton of freight.
 130 " receipts per ton per mile.
 131 Freight earnings per mile of road.
 132 " " " train mile.

FUEL FOR LOCOMOTIVES.

- 133 Number of tons of coal.
 134 Average cost per ton.
 135 Number of cords of wood.
 136 Average cost per cord.
 137 Total tons of fuel consumed.
 138 " miles run.
 139 Average pounds consumed per mile run.

MILEAGE AND EMPLOYES.

- 140 Miles run by passenger trains.
 141 " " freight "
 142 " " other "
 143 Total.
 144 " per last report.
 145 Number employes, including officers.
 146 " " " " per last report.

EQUIPMENT.

- 147 Number of locomotives.
 148 " " " with train brake.
 149 " " cars in passenger service.
 150 " " freight and other cars.
 151 Total.
 152 " per last report.
 153 Passenger cars with train brake.
 154 Freight " " " "
 155 Passenger cars with automatic couplers.
 156 Freight " " " "

STATIONS.

- 157 On main line and branches.
 158 In Connecticut.
 159 Average number of miles for each station in Connecticut.

RAILS.

- 160 Miles of steel.
 161 " of iron.
 162 Number of new ties laid during the year.

HIGHWAY CROSSINGS IN CONNECTICUT.

- 163 At grade.
 164 " per last report.

GENERAL PERCENTAGE.

- 165 Gross earnings to capital and debt.
 166 Net " " "
 167 " " " permanent investments.
 168 " " " gross earnings.
 169 Operating expenses to gross earnings.
 170 Passenger revenue " " "
 171 Freight " " " "

ACCIDENTS IN CONNECTICUT.

- 172 Passengers.
 173 Employes.
 174 Trespassers.
 175 Others.
 176 Total.
 177 Fatal.
 178 Not fatal.
 179 At highway crossings — fatal.
 180. " " " — not fatal.
 181 Employes injured by falling from trains or engines.
 182 " " " coupling or uncoupling.
 183 " " " overhead obstructions.
 184 " " " other causes.
 185 " " fatally.
 186 " " not fatally.
 187 Passengers " fatally.
 188 " " not fatally.
 189 Trespassers " fatally.
 190 " " not fatally.
 191 Others " fatally.
 192 " " not fatally.

STREET RAILWAY TABLES.

- Table, No. 1, page 172*.
 " " 2, " 174*.
 " " 3, " 175*.
 " summary of, " 176*.

RAILROAD RETURNS.



BOSTON & NEW YORK AIR LINE R. R. CO.

History.

Name of common carrier making this report? Boston & New York Air Line Railroad Company.

Date of organization? June 8, 1875.

Under laws of what Government, State, or Territory organized? Laws of the State of Connecticut. Special Laws of Conn., vol. 7, p. 885; Conn. Special Acts, 1875, p. 178; Special Laws of Conn., vol. 8, pp. 17, 288; Conn. Special Acts, 1879, p. 137; Special Laws of Conn., vol. 9, p. 1009.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized. Originally The New Haven, Middletown & Willimantic Railroad Company. (Special Laws of Conn., vol. 6, pp. 286, 329, 462, 577, 613, 652, 794, 807; Special Laws of Conn., vol. 7, pp. 2, 31, 145, 273, 543, 554, 555, 767; United States Statutes at large, vol. 15, p. 272; Special Acts of Conn., 1872, p. 190; 1874, p. 271; Conn. Public Acts, 1874, chapter LXIV; General Statutes of Conn., sec. 3820.)

What carrier operates the road of this company? The New York, New Haven & Hartford Railroad Company.

Organization.

Names of Directors.	Post-office Address.	Expiration of Term.
THOMAS L. WATSON,	Bridgeport, Conn.,	June, 1900.
SILAS F. LOOMER,	Willimantic, "	"
CHARLES P. CLARK,	New Haven, "	"
HENRY C. ROBINSON,	Hartford, "	"
LEVERETT BRAINARD,	" "	"
O. VINCENT COFFIN,	Middletown, "	"
JOHN M. HALL,	New Haven, "	"
WILLIAM L. SQUIRE,	" "	"
E. HAYES TROWBRIDGE,	" "	"

Total number of stockholders at date of last election:

Stockholders.		Stockholders.	Shares.
Common, 198	In Conn.,	Common, 132	8,036
Preferred, 397		Preferred, 290	24,574
Total, 595		422	32,610

Date of last meeting of stockholders for election of directors: June 6, 1899.

Post-office address of general office: New Haven, Conn.

Post-office address of operating office: New Haven, Conn.

Name and address of officer to whom correspondence regarding this report should be addressed: Wm. L. Squire, Treasurer, New Haven, Conn.

Officers.

Title.	Name.	Location of Office.
President,	JOHN M. HALL,	New Haven, Conn.
Vice-President,	E. HAYES TROWBRIDGE,	" "
Secretary,	WM. E. BARNETT,	" "
Treasurer,	WM. L. SQUIRE,	" "

Property Leased or Otherwise Assigned for Operation.

Name of railroad the income of which from lease, or from other assignment for operation, is included in the Income Account (p. 107):

Name.	TERMINALS.		By what Company Operated.	Under what kind of Contract Operated.	Miles of Line.
	From—	To—			
Boston & New York Air Line R.R.Co.	New Haven,	Willimantic.	New York, New Haven & Hartford R. R. Co.	Lease.	51.50

Property Leased or Otherwise Controlled for Operation.

The Boston & New York Air Line Railroad was leased to the New York, New Haven & Hartford Railroad Company for 99 years from October 1, 1882, at an annual rental of \$120,000 and interest on its bonds and the bonds of the Colchester Railway Company, the road of the latter Company being leased to the Boston & New York Air Line Railroad Company, and included in the lease of the Boston & New York Air Line Railroad to The New York, New Haven & Hartford Railroad Company.

Capital Stock.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Common,	10,000	\$100.00	\$1,000,000.00	\$894,800.00	.....	.....
Scrip,	.....	.....	.....	11,395.88	.....	.....
Preferred,	30,000	100.00	3,000,000.00	2,998,500.00	4 per ct.	\$119,940
Total,	40,000	.....	\$4,000,000.00	\$3,904,695.88	.....	\$119,940

Capital Stock.—Continued.

Manner of Payment for Capital Stock.	Total number Shares issued and Outstanding.	Total Cash Realized.
Conversion of First Mortgage Bonds of the New Haven, Middletown & Willimantic Railroad Company,	29,985	\$2,998,500.00
Common Stock issued for redeemed and unpaid Coupons from Bonds converted and in satisfaction of legal and equitable claims against the New Haven, Middletown & Willimantic Railroad Company,	8,948	894,800.00
Scrip, . . . . .	.....	11,395.88
Total,	38,933	\$3,904,695.88

During the year common stock issued, redeemed, and unpaid coupons of the New Haven, Middletown & Willimantic Railroad Company, 26 shares; common stock issued for scrip, 11 shares.

Funded Debt.

Class of Bond or Obligation.	Time.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
	Date of Issue.	When Due.				
First Mortgage,	Aug., 1880	Aug., 1905	\$500,000.00	\$500,000.00	\$500,000.00	\$500,000.00

INTEREST.

Rate.	When Payable.	Amount Accrued during Year.	Amount Paid during Year.
5 per cent.	February and August.	\$25,000.00	\$25,000.00

Recapitulation of Funded Debt.

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mtge. Bds. (p. 105),	\$500,000.00	\$500,000.00	\$25,000.00	\$25,000.00

Current Assets and Liabilities.

Cash and Current Assets available for Payment of Current Liabilities.	Current Liabilities Accrued to and Including June 30, 1899.
Cash, \$2,014.42	Cash Assets, \$2,014.42

Recapitulation.

For mileage owned by road making this report :

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock, (p. 104),	\$3,904,695.88	\$3,904,695.88	51.50	\$75,819.00
Bonds (p. 105),	500,000.00	500,000.00	51.50	9,709.00
Total,	\$4,404,695.88	\$4,404,695.88	.....	\$85,528.00

Cost of Road, Equipment, and Permanent Improvements.

Item.	Expenditures during year not included in Operating Expenses, charged to Construction or Equipment.	Total Cost to June 30, 1898.	Total Cost to June 30, 1899.	Cost Per Mile.
Real Estate,	\$7,050.00	.....	.....	.....
General Expenses,	2,975.00	.....	.....	.....
Total Construction,	\$10,025.00	\$4,475,227.83	\$4,485,252.83	\$87,092.29
Total Equipment, . . . . .	.....	129,931.94	129,931.94	2,522.95
Grand Total Construction, } Equipment, etc, }	\$10,025.00	\$4,605,159.77	\$4,615,184.77	\$89,615.24

Income Account.

Income from Lease of Road,		\$146,690.00
Dividends on Stocks owned (p. 107),	\$1,608.00	
Interest on Bonds owned (p. 108),	30.00	
Miscellaneous Income—less Expenses (p. 108),	2,970.37	
Income from all other sources,		4,608.37
Total Income,		\$151,298.37
Deductions from Income:		
Salaries and Maintenance of Organization,	\$40.00	
Interest on Funded Debt accrued (p. 105),	25,000.00	
Rents Paid for Lease of Roads (p. 109),	1,750.00	
Total Deductions from Income,		26,790.00
Net Income,		\$124,508.37
Dividend 4 per cent., Preferred Stock (p. 104),		\$119,940.00
Surplus from Operations of year ending June 30, 1899,		4,568.37
Surplus on June 30, 1898 [from "General Balance Sheet," 1898 report],		237,567.77
		\$242,136.14
Deductions for year, Decreased Valuation No. Muskegon Bonds,		6,382.50
Surplus on June 30, 1899 [For entry on "General Balance Sheet," p. 109],		\$235,753.64

NOTE.—Valuation of bonds, Town of No. Muskegon, reduced to \$2,127.50 (p. 108.)

Stocks Owned.

a. Railway Stocks :

Name.	Total Par Value.	Rate.	Income or Dividend Received.	Valuation.
526 shares Penn. R. R. Co., par value \$50 per share,	\$26,300.00	5%	\$1,315.00	\$26,694.50
26 shares N. Y., N. H. & H. R. R. Co.,	2,600.00	8%	208.00	5,070.00
85 shares C., B. & Quincy R. R., (sold July 28, 1898), . . . . .	.....	4%	for 3 mos. 85.00	.....
Total,	\$28,900.00	.....	\$1,608.00	\$31,764.50

Bonds Owned.*a.* Railway Bonds :

Name.	Total Par Value.	Rate.	Income or Interest Received.	Valuation.
E. & T. H. R. R. Co.,	\$2,000.00	5%	\$50.00	\$2,150.00
Less accrued interest at date of purchase, . . . . .	.....	.....	20.00	.....
Total,	\$2,000.00	.....	\$30.00	\$2,150.00

b. Other bonds :

Name.	Total Par Value.	Rate.	Income or Interest Received.	Valuation.
Town of No. Muskegon, Mich.,	\$4,000.00	6%	.....	2,127.50
Town of No. Muskegon, Mich.,	5,000.00	5%	.....	.....
Total,	\$9,000.00	.....	.....	\$2,127.50
Grand Total — <i>a</i> and <i>b</i> ,	\$11,000.00	.....	\$30.00	\$4,277.50

Bonds of town of No. Muskegon, Mich., reduced to one-fourth previous valuation.

Miscellaneous Income.

Item.	Gross Income.	Less Expenses.	Net Miscellaneous Income.
Rent of Real Estate,	\$216.00	\$71.88	\$144.12
Premium on sale C., B. & Q. R. R. Co. stock,	2,826.25	.....	2,826.25
Total,	\$3,042.25	\$71.88	\$2,970.37

Rentals Paid.*a.* Rents paid for lease of road :

Name of Road.	Interest on Bonds Guaranteed.	Total.
Colchester,	\$1,750.00	\$1,750.00

Comparative General Balance Sheet.

Total, June 30, 1898.	Assets.	Total, June 30, 1899.	Increase Year ending June 30, 1899.	Decrease Year ending June 30, 1899.
\$4,475,227.83	Cost of Road (p. 106), . .	\$4,485,252.83	\$10,025.00	.....
129,931.94	Cost of Equipment (p. 106), . .	129,931.94	.....	.....
37,884.50	Stocks owned (p. 107), . .	31,764.50	.....	\$6,120.00
8,510.00	Bonds owned (p. 108), . .	4,277.50	.....	4,232.50
526.05	Cash and current assets, . .	2,014.42	1,488.37	.....
\$4,652,080.32	Grand Total,	\$4,653,241.19	\$11,513.37	\$10,352.50

Total, June 30, 1898.	Liabilities.	Total, June 30, 1899.	Increase Year ending June 30, 1899.	Decrease Year ending June 30, 1899.
\$3,901,720.88	Capital Stock (p. 104), . .	\$3,904,695.88	\$2,975.00	.....
500,000.00	Funded Debt (p. 105), . .	500,000.00	.....	.....
1,500.00	Bonds of N. H., M. & W. R. R. Co., outstanding convertible into stock, . .	1,500.00	.....	.....
11,291.67	Accrued interest on Fund- ed Debt not yet payable, . .	11,291.67	.....	.....
237,567.77	Profit and Loss,	235,753.64	.....	1,814.13
\$4,652,080.32	Grand total,	\$4,653,241.19	\$2,975.00	\$1,814.13

Important Changes during the Year.

37 shares of Common Stock issued for scrip and coupons of the New Haven, Middletown & Willimantic R. R. Co., surrendered for redemption.

85 shares C., B. & Q. R. R. Co. stock sold.

\$2,000 E. & T. H. R. R. Co. bonds bought.

Contracts, Agreements, etc.

Contracts are by lessee company.

Security for Funded Debt.—(p. 105).

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of Mortgage per Mile of Line.
	From—	To—	Miles.	
First Mortgage,	New Haven,	Willimantic.	51.50	\$9,709.00

Employees and Salaries.

General officers, 4.

Description of Equipment.

Included in report of lessee company.

Mileage.

Mileage of Line owned by States and Territories (single track):

State or Territory.	Line Represented by Capital Stock. Main Line.	Total Mileage Owned.	Steel Rails.
Connecticut,	51.50	51.50	51.50

Renewals of Ties and Rails.

See report of lessee company.

Characteristics of Road.

See report of lessee company.

GAUGE OF TRACK—4 feet, 8½ inches ; 51.50 miles.

Telegraph.

Owned by another company, but located on property of road making this report :

Miles of Line.	Name of Owner.	Name of Operating Company.
51.50	Western Union Telegraph Co.	Western Union Telegraph Co.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN, } ss.

WE, the undersigned, John M. Hall, President, and W. L. Squire, Treasurer, of the Boston & New York Air Line Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

JOHN M. HALL,
President.

W. L. SQUIRE,
Treasurer.

Subscribed and sworn to before me this 6th day of September, 1899.

A. S. MAY,
Notary Public.

CENTRAL NEW ENGLAND RAILWAY COMPANY.

History.

Name of common carrier making this report: Central New England Railway Company.

Date of organization: January 12, 1899.

Under laws of what Government, State, or Territory organized? If more than one, name all; give reference to each statute and all amendments thereof.

General Railroad Laws of the State of New York.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same.

The Central New England Railway Company is the successor, through reorganization, after foreclosure, of the Philadelphia, Reading & New England Railroad. Judgment of foreclosure and sale June 27, 1898. Purchase by reorganization committee October 6, 1898. Certificate of incorporation, January 12, 1899.

The Philadelphia, Reading & New England Railroad Company was organized August 1, 1892, and was a merger of the Poughkeepsie Bridge Company, incorporated in New York, May 31, 1871, and the Central New England & Western Railroad Company formed July 22, 1889, by consolidation of the Hudson Connecting Railroad Company and the Poughkeepsie & Connecticut Railroad Company—date July 22, 1889, and August 1, 1892. Railroad Incorporation Laws of the State of New York.

Organization.

Names of Directors.	Post-office Address.	Date of Expiration of Term. November, 1899.
ARTHUR BROCK,	Lebanon, Pa.,	“ “
HENRY O. SEIXAS,	5th Ave. Hotel, New York city,	“ “
GEORGE A. FLETCHER,	12th & Chestnut sts., Phila.,	“ “
HENRY L. DAVIS,	618 Bourse Bldg, Philadelphia, Pa.,	“ “
CHESTER W. CHAPIN,	1 Broadway, New York city,	“ “
JOSEPH F. SINNOTT,	234 So. Front St., Philadelphia,	“ “
DAVID A. GERATY,	1 Broadway, New York city,	“ “
JOHN W. BROCK,	Bullitt Bldg., Philadelphia, Pa.,	“ “
CHAS. C. BURNS,	1 Broadway, New York city	“ “
J. K. O. SHERWOOD,	192 Broadway, New York city,	“ “
JAMES A. RUMRILL,	Springfield, Mass.,	“ “

Total number of stockholders at date of last election: 339.

Date of last meeting of stockholders for election of directors: January 23, 1899.

President's office, Bullitt Building, Philadelphia, Pa.

Post-office address of operating office: Hartford, Conn.

Name and address of officer to whom correspondence regarding this report should be addressed: H. W. Watson, Auditor, Hartford, Conn.

General Office: Poughkeepsie, N. Y.

Officers.

Title.	Name.	Location of office.
President,	JOHN W. BROCK,	Philadelphia, Pa., Bullitt Bldg.
Secretary,	CLYDE A. HELLER,	" "
Treasurer,	JAMES K. O. SHERWOOD,	192 Broadway, New York city.
Auditor,	H. W. WATSON,	Hartford, Conn.
Chief Engineer,	C. H. EWING,	" "
Superintendent,	W. J. MARTIN,	" "
General Freight Agent,	W. J. MARTIN,	" "
Gen. Passenger Agent,	W. J. MARTIN,	" "

Property Operated.

Name of every railroad the operations of which are included in the Income Account (p. 116.)

1. Railroad line represented by capital stock. 3. Line operated under lease for specified sum. 5. Line operated under trackage rights.

Name.	TERMINALS.		Miles of Line for each Road Named.	Miles of Line for each Class of Roads Named.
	From —	To —		
1. Central New England,	Campbell Hall,	Silvernails,	57.60	57.60
3. Hartford & Conn. Western,	Hartford,	Rhinecliff,	109.75	.....
Dutchess County,	Poughkeepsie,	Hopewell,	12.40	122.15
5. Newb'g, Dutchess & Conn.	State Line,	Millerton,	1.25	1.25
Total Mileage Operated,			181	181

Capital Stock.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Common, . . .	34,500	\$100.00	\$3,450,000.00	\$3,450,000.00
Preferred, . . .	31,500	100.00	3,150,000.00	3,150,000.00
Total, . . .	66,000	\$100.00	\$6,600,000.00	\$6,600,000.00

Capital Stock.—*Continued.*

Manner of Payment for Capital Stock.	Number of Shares Issued during Year.	Total Number Shares Issued and Outstanding.
Issued for Reorganization : Common, . . .	* 34,500	34,500
Preferred, . . .	* 31,500	31,500
Total,	66,000	66,000

* Issued in exchange.

Funded Debt.

Class of Bond or Obligation.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash realized on Amount Issued.
	Date of Issue.	When Due.				
1st Mortgage,	1899	1919	\$1,250,000.00	\$650,000.00	\$650,000.00	\$650,000.00
Gen. Mtge., *	1899	1949	7,250,000.00	7,250,000.00	7,250,000.00	.....
Total, .			\$8,500,000.00	\$7,900,000.00	\$7,900,000.00	\$650,000.00

* Issued in exchange.

INTEREST.

Rate.	When Payable.	Amount Accrued during Year.
* 5 per cent.	February and August,	\$13,541.65

* When earned.

Recapitulation of Funded Debt.

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mortgage Bonds (p. 114),	\$650,000.00	\$650,000.00	\$13,541.65	.....
Income Bonds (p. 114),	7,250,000.00	7,250,000.00	.....	.....
Total,	\$7,900,000.00	\$7,900,000.00	\$13,541.65	.....

Current Assets and Liabilities.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1899.	
Cash,	\$36,952.11	Audited Vouchers and Ac- counts,	\$27,918.26
Due from Agents,	38,960.46	Wages and Salaries,	20,691.99
Due from Solvent Compa- nies and Individuals, . .	8,164.12	Net Traffic Balances due to other Companies,	41,296.16
Net Traffic Balances due from other Companies, . .	54,205.32	Rents due July 1,	19,281.91
		Miscellaneous,	2,138.70
		Total — Current Liabilities,	\$111,327.02
		Balance — Cash Assets,	26,954.99
Total,	\$138,282.01	Total,	\$138,282.01

Materials and supplies on hand, \$39,213.98.

Recapitulation.**A. For mileage owned by road making this report :**

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock (p. 113), .	\$6,600,000.00	\$6,600,000.00	57.60	\$114,583.00
Bonds (p. 114), . . .	7,900,000.00	7,900,000.00	57.60	137,153.00
Total,	\$14,500,000.00	\$14,500,000.00	57.60	\$251,736.00

B. For mileage operated by road making this report (trackage rights excluded), the operations of which are included in the income account — page 116 :

Name of Road.	Capital Stock.	Funded Debt.	Total.	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
Central New Eng- land,	\$6,600,000.00	\$7,900,000.00	\$14,500,000.00	57.60	\$251,736.00
Hartford & Conn. Western,	2,708,000.00	700,000.00	3,408,000.00	109.75	31,052.00
Dutchess County,	300,000.00	350,000.00	650,000.00	12.40	52,419.00
Grand Total,	\$9,608,000.00	\$8,950,000.00	\$18,558,000.00	179.75	\$108,243.00

Cost of Road, Equipment, and Permanent Improvements.

Item.	Total Cost to June 30, 1899.	Cost per Mile.
Total Construction,	\$12,859,916.28	\$223,262.44
Total Equipment,	366,612.30	6,364.80
Grand Total Cost Construction, Equipment,	\$13,226,528.58	\$229,627.24

Income Account.

Operation January 23, 1899, to June 30, 1899, inclusive.

Gross Earnings from Operation,	\$303,794.81	
Less Operating Expenses,	216,945.65	
Total Income,		\$86,849.16
Deductions from Income :		
Interest on Funded Debt accrued (p. 114),	\$13,541.65	
Interest on Real Estate Mortgages,	69.03	
Rents Paid for Lease of Roads,	34,832.76	
Taxes,	8,729.74	
Total Deduction from Income,		57,173.18
Net Income,		\$29,675.98
Surplus from Operations of Year ending June 30, 1899,		\$29,675.98
Surplus on June 30, 1899 [for entry on "General Balance Sheet"] (p. 120),		29,675.98

Earnings from Operation.

Item.	Total Receipts.	Deductions, Acc. of Repay- ments, etc.	Actual Earnings.
Passenger — Passenger Revenue, . . .	\$72,571.93		
Less Repayments — Tickets Redeemed,		\$24.77	
Excess Fares refunded,		212.50	
Total Deductions,		\$237.27	
Total Passenger Revenue,			\$72,334.66
Mail,			4,388.01
Express,			6,904.41
Milk,			9,377.97
Total Passenger Earnings,			\$93,005.05
Freight — Freight Revenue,	208,656.39		
Less Repayments : Overcharge to Shippers,		\$963.63	
Total Deductions,		\$963.63	
Total Freight Revenue,			207,692.76
Total Passenger and Freight Earnings,			\$300,697.81
Other Earnings from Operation : Rents not otherwise provided for,			3,097.00
Total Gross Earnings from Operation,) Entire Line, }			\$303,794.81

Stocks Owned.

Name.	Total Par Value.	Valuation.
Hartford & Connecticut Western Railroad Co.,	\$1,390,000 00	\$900,063.00

Bonds Owned.

None.

Rentals Received.

None.

Miscellaneous Income.

None.

Operating Expenses.

Item.	Amount.
Maintenance of Way and Structures:	
Repairs of Roadway,	\$29,832.11
Renewals of Rails,	2,925.10
Renewals of Ties,	11,491.62
Repairs and Renewals of Bridges and Culverts,	6,469.61
Repairs and Renewals of Fences, Road Crossings, Signs, and Cattle Guards,	541.21
Repairs and Renewals of Buildings and Fixtures,	2,540.20
Repairs and Renewals of Telegraph,	317.42
Other Expenses,	4.75
Total,	\$54,122.02
Maintenance of Equipment:	
Superintendence,	1,745.81
Repairs and Renewals of Locomotives,	21,210.87
Repairs and Renewals of Passenger Cars,	2,550.89
Repairs and Renewals of Freight Cars,	12,607.97
Repairs and Renewals of Work Cars,	1,239.33
Repairs and Renewals of Shop Machinery and Tools,	2,754.83
Stationery and Printing,	10.50
Other Expenses,	1,025.85
Total,	\$43,146.05
Conducting Transportation:	
Superintendence,	3,346.53
Engine and Roundhouse Men,	19,316.72
Fuel for Locomotives,	26,080.06
Water Supply for Locomotives,	1,588.34
Oil, Tallow, and Waste for Locomotives,	652.00
Other Supplies for Locomotives,	181.67
Train Service,	14,681.84
Train Supplies and Expenses,	1,010.61
Switchmen, Flagmen, and Watchmen,	5,659.13
Telegraph Expenses,	2,333.17
Station Service,	15,934.95
Station Supplies,	1,204.41
Car Mileage—Balance,	7,842.20
Loss and Damage,	91.03
Injuries to Persons,	152.03
Clearing Wrecks,	848.49
Advertising,	690.11
Rents for Tracks, Yards, and Terminals — p. 119,	439.73
Rents of Buildings and other Property,	57.74
Stationery and Printing,	2,510.01
Other Expenses,	195.49
Total,	\$104,816.26
General Expenses:	
Salaries of General Officers,	9,017.59
Salaries of Clerks and Attendants,	3,455.91
General Office Expenses and Supplies,	75.50
Insurance,	500.00
Stationery and Printing (General Offices),	1,085.96
Other Expenses,	726.36
Total,	\$14,861.32

Operating Expenses.—Continued.

Item.	Amount.
Recapitulation of Expenses:	
Maintenance of Way and Structures,	\$54,122.02
Maintenance of Equipment,	43,146.05
Conducting Transportation,	104,816.26
General Expenses,	14,861.32
Grand Total,	\$216,945.65

Percentage of Expenses to Earnings — Entire Line, .71412.

Rentals Paid.*a.* Rents paid for lease of road:

Name of Road.	Interest on Bonds Guaranteed.	Dividends on Stock Guaranteed.	Cash.	Total.
Hartford & Connecticut Western,	\$15,246.58	\$11,682.74	\$440.86	\$27,370.18
Dutchess County,	7,462.58	.....	.....	7,462.58
Total Rents,	\$22,709.16	\$11,682.74	\$440.86	\$34,832.76

b. Rents paid for lease of tracks, yards, and terminals:

Situation of Property Leased:	Name of Company Owning Property Leased.	Total.
Tracks: State Line & Millerton, N. Y.,	Newburgh, Dutchess & Conn.,	\$439.73

Comparative General Balance Sheet.

Assets.		Total, June 30, 1899.
Cost of Road (page 116),		\$12,859,916 28
Cost of Equipment (page 116),		366,612.30
Stocks owned (page 117),		900,063.00
Cash and Current Assets (page 115),		138,282.01
Materials and Supplies,		39,213 98
Betterments, Hartford & Central Western Railroad,		356,457.08
Insurance unapportioned,		1,000.00
Total,		\$14,661,544.65

Liabilities.		Total, June 30, 1899.
Capital Stock (page 113),		\$6,600,000.00
Funded Debt (page 114),		7,900,000.00
Current Liabilities (page 115),		111,327.02
Real Estate Mortgages,		7,000.00
Accrued Interest on Funded Debt not yet payable,		13,541.65
Profit and Loss (page 116),		29,675 98
Total,		\$14,661,544.65

Important Changes during the Year.

The Central New England Railway Company is the successor, through re-organization after foreclosure, of the Philadelphia, Reading & New England Railroad Company. The Central New England Railway Company assumes the lease of the Hartford & Connecticut Western Railroad under the terms set forth in the lease held by its predecessor. It also assumes the operation of the Dutchess County Railroad with a reduced rental, paying a rental equivalent to four and one half per cent. upon the First Mortgage Bonds of the latter Company.

The securities issued by the Central New England Railway Company are as set forth on pages 113 and 114.

Contracts, Agreements, etc.

Adams Express Company: 40 per cent. of gross receipts accrue to Railroad Company.

Mails: U. S. Government — compensation based on service and weight of mails.

Western Union Telegraph Company: Own and operate entire telegraph line. Railroad Company has use of same for railroad business.

Security for Funded Debt.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of Mortgage per Mile of Line.	What Income and Securities Mortgaged.
	From —	To —	Miles.		
Mortgage, .	Campbell Hall, N. Y.,	Silvernails, N. Y.	57.60	\$137,153.00	All

Employees and Salaries.

Class.	No.	Total No. of Days Worked.	Total Yearly Compensation.	Av. Daily Compensation.
General Officers,	5	795	\$9,017.59	\$11.34
General Office Clerks,	11	1,749	3,455.91	1.98
Station Agents,	40	6,185	8,410.35	1.36
Other Station Men,	40	5,008	6,911.79	1.38
Enginemen,	23	2,924	11,110.80	3.80
Firemen,	23	2,658	5,448.53	2.05
Conductors,	19	2,475	7,069.99	2.86
Other Trainmen,	49	5,379	10,114.22	1.88
Machinists,	26	5,379	10,790.54	2.01
Carpenters,	21	2,831	6,350.44	2.24
Other Shopmen,	70	10,954	18,098.07	1.65
Section Foremen,	31	5,046	7,202.12	1.43
Other Trackmen,	172	16,357	20,104.21	1.23
Switchmen, Flagmen, and Watchmen, .	15	1,860	2,183.98	1.17
Telegraph Operators and Dispatchers, .	13	1,563	2,577.53	1.65
All other Employes and Laborers, . .	47	3,169	8,469.91	2.67
Total (including "General Officers"), .	605	74,332	\$137,315.98	1.85
Less "General Officers,"	5	795	9,017.59	11.34
Total (excluding "General Officers"), .	600	73,537	\$128,298.39	1.74
Distribution as above:				
General Administration,	16	2,544	12,473.50	4.90
Maintenance of Way and Structures, .	225	26,547	38,030.35	1.43
Maintenance of Equipment,	142	11,516	24,209.09	2.10
Conducting Transportation,	222	33,725	62,603.04	1.86
Total (including "General Officers"), .	605	74,332	\$137,315.98	1.85
Less "General Officers,"	5	795	9,017.59	11.34
Total (excluding "General Officers"), .	600	73,537	\$128,298.39	1.74

Passenger and Freight, and Train Mileage, entire line.

Item.	Tonnage, No. Passengers, No. Trains, Mileage, No. Cars.	REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic:				
No. of passengers carried earning revenue,	219,851			
No. of passengers carried one mile,	2,764,947			
No. of pass'gers carried 1 mile per mile of road,	15,276			
Average distance carried,	12.58			
Total passenger revenue,		\$72,334	66	
Average am't received from each passenger,			32	9.02
Average receipts per passenger per mile,			02	6.16
Total passenger earnings,		93,005	05	
Passenger earnings per mile of road,		513	84	
Passenger earnings per train mile,			67	7.52
Freight Traffic:				
No. tons carried of freight earning revenue,	350,516			
No. of tons carried one mile,	23,667,392			
No. of tons carried 1 mile per mile of road,	130,759			
Average distance haul of one ton,	67.52			
Total freight revenue,		207,692	76	
Average am't received for each ton of freight,			59	2.53
Average receipts per ton per mile,			00	8.78
Total freight earnings,		207,692	76	
Freight earnings per mile of road,		1,147	47	
Freight earnings per train mile,		1	43	5.75
Passenger and Freight:				
Passenger and freight revenue,		280,027	42	
Pass. and freight revenue per mile of road,		1,547	11	
Passenger and freight earnings,		300,697	81	
Pass. and freight earnings per mile of road,		1,661	31	
Gross earnings from operations,		303,794	81	
Gross earnings from operat'n per mile of road,		1,678	42	
Gross earnings from operation per train mile,		1	07	7.53
Operating expenses,		216,945	65	
Operating expenses per mile of road,		1,198	59	
Operating expenses per train mile,			76	9.49
Income from operation,		86,849	16	
Income from operation per mile of road,		479	83	
Train Mileage:				
Miles run by passenger trains,	137,273			
Miles run by freight trains,	144,661			
Total Mileage Trains Earning Revenue,	281,934			
Miles run by switching trains,	27,582			
Miles run by construction and other trains,	18,106			
Grand Total Train Mileage,	327,622			
Mileage of loaded freight cars—North or East,	1,271,955			
Mileage of loaded freight cars—South or West,	254,391			
Mileage of empty freight cars—North or East,	16,832			
Mileage of empty freight cars—South or West,	740,553			
Average number of freight cars in train,	22.31			
Average number of loaded cars in train,	18.46			
Average number of empty cars in train,	8.94			
Average number of tons of freight in train,	164.			
Average No. tons of freight in each loaded car,	12.30			

Switching trains $7\frac{1}{2}$ miles per hour.

Freight Traffic Movement.

Commodity.	Freight Originating on this Road.	Freight Re- ceived from Connecting Roads and Other Car- riers.	TOTAL FREIGHT TONNAGE.	
			Whole Tons.	Per Cent.
Products of Agriculture:				
Grain,	4,521	4,789	9,310	2.60
Flour,	1,079	1,313	2,392	.68
Other Mill Products,	1,510	2,736	4,246	1.13
Hay,	5,001	160	5,161	1.47
Tobacco,	372	26	398	.11
Cotton,	70	258	328	.10
Fruit and Vegetables,	324	579	903	.30
Products of Animals:				
Live Stock,	195	559	754	.20
Dressed Meat,	1,009	....	1,009	.34
Other Packing-House Products,	57	21	78	.02
Poultry, Game, and Fish,	7	41	48	.01
Wool,	300	808	1,108	.31
Hides and Leather,	148	1,485	1,633	.34
Products of Mines:				
Anthracite Coal, . . . . .	....	109,136	109,136	31.00
Bituminous Coal, . . . . .	....	90,531	90,531	26.00
Coke, . . . . .	....	566	566	.16
Ores,	9,484	....	9,484	2.65
Stone, Sand, and other like Articles,	4,550	3461	8,011	2.30
Products of Forest:				
Lumber,	6,670	4,653	11,323	3.20
Charcoal,	532	4,460	4,992	1.45
Manufactures:				
Petroleum and other Oils,	650	474	1,124	.32
Sugar, . . . . .	....	205	205	.07
Iron, Pig and Bloom,	10,361	13,799	24,160	7.00
Iron and Steel Rails,	825	10,918	11,743	3.40
Other Castings and Machinery,	2,517	2,758	5,275	1.50
Bar and Sheet Metal,	835	2,374	3,209	.90
Cement, Brick, and Lime,	10,494	699	11,193	3.30
Agricultural Implements,	213	41	254	.06
Wagons, Carriages, Tools, etc.,	3,118	733	3,851	1.10
Wines, Liquors, and Beers,	300	581	881	.30
Household Goods and Furniture, Merchandise,	408	163	571	.18
Miscellaneous — Other Commodi- ties not mentioned above,	7,575	2,663	10,238	3.00
	7,475	8,926	16,401	4.50
Total Tonnage — Entire Line,	80,600	269,916	350,516	100.00

Description of Equipment.

Item.	Total No. at End of Year.	EQUIPMENT FITTED WITH TRAIN BRAKES.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
		No.	Name.	No.	Name.
Locomotives — Owned and Leased:					
Passenger,	13	1 12	Eames Westinghouse	3	Tower
Freight,	22	21 1	" American	22	"
Switching,	1	1	"	1	"
Total Locomotives in Serv.,	36	36	.....	26	.....
Total Locomotives Owned, Cars — Owned and Leased:	36	36	.....	26	.....
In Passenger Service —					
First-class Cars,	11	11	Westinghouse	11	Miller
Second-class Cars,	5	5	"	5	"
Combination Cars,	5	5	"	3 1 1	" Gould Tower
Baggage, Express, and Postal Cars, }	9	9	"	5 2 1 1	Miller Gould Thurmond Janney
Total,	30	30	.....	30	.....
In Freight Service—					
Box Cars,	121	70	Westinghouse	66 29	Gould Tower
Flat Cars,	20	20	"	20	"
Stock Cars,	2	1	"	2	Gould
Coal Cars,	211	46	"	124 48	" Tower
Other Cars in Freight Service,	35	..	.....	..	..
Total,	389	137	.....	289	.....
In Company's Service—					
Gravel Cars,	42	..	.....	..	.....
Derrick Cars,	2	2	Westinghouse	2	Tower
Caboose Cars,	18	2	"	5	Tower
Other Road Cars,	9	..	.....	2	Tower
Total,	71	4	.....	9	.....
Total Cars in Service,	490	..	.....	..	.....
Total Cars Owned,	490	..	.....	..	.....

Mileage.*a.* Mileage of road operated (all tracks):

Line in Use.	Line Represented by Capital Stock. Main Line.	Line Operated under Lease.	Line Operated under Trackage Rights.	Total Mileage Operated.	Steel Rails.
Miles of Single Track, . . .	57.60	122.15	1.25	181.00	179.75
Miles of Second Track, . . .	4.60	.....	....	4.60	4.60
Miles of Yard Track and } Sidings, }	15.75	26.85	....	42.60	42.60
Total Mileage Operated } (all tracks), }	77.95	149.00	1.25	228.20	226.95

b. Mileage of line operated by States and Territories (single track):

State or Territory.	Line Represented by Capital Stock. Main Line.	Line Operated under Lease.	Line Operated under Trackage Rights.	Total Mileage Operated.	Steel Rails.
New York,	57.60	54.90	1.25	113.75	112.50
Connecticut, . . . . .	.....	67.25	....	67.25	67.25
Total Mileage Operated } (single track), . . . }	57.60	122.15	1.25	181.00	179.75

c. Mileage of line owned by States and Territories (single track):

State or Territory.	Line Represented by Capital Stock. Main Line.	Total Mileage Owned.	Steel Rails.
New York,	57.60	57.60	57.60

Renewals of Rails and Ties.

NEW RAILS LAID DURING YEAR.

Kind.	Tons.	Weight Per Yard.	Average Price per Ton at Distributing Point.
Steel,	815	80	\$20.00

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average Price at Distributing Point.
Chestnut and White Oak,	31,921	.36

Consumption of Fuel by Locomotives.

Locomotives.	COAL—TONS.		Wood.*	Total Fuel Consumed—Tons.	Miles Run.	Average Pounds Consumed Per Mile.
	Anthracite.	Bituminous.				
Passenger,	57	3,807	.....	3,864	137,273	56.30
Freight, . . . . .	.....	9,681	.....	9,681	144,661	133.84
Switching, . . . . .	.....	1,107	.....	1,107	27,582	80.27
Construction, . . . . .	.....	984	.....	984	18,106	108.70
Total,	57	15,579	.....	15,636	327,622	95.45
Average cost at dis. point, \$2.55½	\$1.59½	.....	.....	.....	.....	.....

* Old ties used exclusively.

Accidents to Persons.

EMPLOYEES.

Kind of Accident.	TRAINMEN.		OTHER EMPLOYEES.		TOTAL.	
	Killed.	Injur'd.	Killed.	Injur'd.	Killed.	Injur'd.
Coupling and uncoupling, . . . . .	..	1	..	..	..	1
Derailements, . . . . .	..	..	..	1	..	1
At stations,	1	..	..	..	1	..
Other causes, . . . . .	..	..	1	1	1	1
Total,	1	1	1	2	2	3

OTHERS.

Kind of Accident.	TRESPASSING.		TOTAL.	
	Killed.	Injur'd.	Killed.	Injur'd.
Other train accidents, . . . . .	..	1	..	1
Other causes,	1	..	1	..
Total,	1	1	1	1

February 2, 1899. Newton Bunnell, brakeman, killed; stepped in front of passenger train at East Winsted.

February 21, 1899. Patrick Carey, car repairer; killed in jumping from moving train at Simsbury.

March 4, 1899. G. August, trespasser; killed while walking or sleeping on the track; struck by freight train near Canton.

Characteristics of Road.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.		
			Number of Curves.	Aggregate Length of Curved Line. Miles.	Length of Straight Line. Miles.
From —	To —	Miles.			
Campbell Hall	Silvernails,	57.60	88	15.44	42.16
Hartford	Rhinecliff,	109.75	333	49.76	59.99
Poughkeepsie	Hopewell,	12.40	23	3.39	9.01
Total,		179.75	444	68.59	111.16

Characteristics of Road.—Continued.

PROFILE.

Length of Level Line. Miles.	ASCENDING GRADES.			DESCENDING GRADES.		
	No.	Sum of Ascents. Feet.	Aggregate length of Ascending Grade. Miles.	No.	Sum of Descents. Feet.	Aggregate length of Descending Grades. Miles.
19.57	28	673.9	22.24	19	545.1	15.79
14.50	75	1,941.1	44.95	83	1,969.2	50.30
2.60	8	210.0	5.50	7	154.0	4.30
36.67	111	2,825.0	72.69	109	2,668.3	70.39

BRIDGES, TRETTLES, TUNNELS, ETC.

Item.	Number.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.	
		Feet.	Inches.	Feet.	Inches.	Feet.	Inches.
Bridges:							
Stone,	2	24	..	12	..	12	..
Iron,	93	10,762	3	6	..	6,767	3
Wooden,	117	3,559	4	6	..	255	..
Total,	212	14,345	7	..	..	..	..
Trestles,	53	11,603	..	19	..	1,916	..

OVERHEAD HIGHWAY AND RAILWAY CROSSINGS.

Item.	Number.	HEIGHT OF LOWEST ABOVE SURFACE OF RAIL.	
		Feet.	Inches.
HIGHWAY.			
Bridges,	15	16	9
RAILWAY.			
Bridges,	2	2 trolley	....

GAUGE OF TRACK -- 4 feet, 8½ inches; 57.60 miles.

Telegraph.

Owned by another company, but located on property of road making this report.

Miles of Line.	Miles of Wire.	Name of Owner.	Name of Operating Company.
181	445	Western Union Tel. Co.	Western Union Tel. Co.

Car Mileage.

Paid or allowed for rolling stock not the property of railroads nor consigned for use by lease.

CARS USED.		COMPENSATION.	
Name of Owner.	Description.	Rate.	Amount.
Armour Car Lines,	Box,	6/10	\$8.02
Armour Car Lines,	Refrigerator,	3/4	29.19
Arms Palace Horse Car Co.,	Horse,	6/10	18.80
American Cereal Co. Despatch,	Box,	6/10	1.28
Commerce Despatch Line,	Box,	6/10	38.83
Canada Cattle Car Co.,	Box,	6/10	1.06
Chicago, N. Y., and Boston Refrig. Co.,	Refrigerator,	3/4	1.14
Fairmount Coal & Coke Co.,	Coal,	6/10	.12
Hammond Refrigerator Line,	Refrigerator,	3/4	1.20
Lipton Refrigerator Line,	Refrigerator,	3/4	.81
National Rolling Stock Co.,	Box,	6/10	6.42
New England Car Co.,	Stock,	6/10	1.60
Morris & Co.,	Refrigerator,	3/4	5.76
Merchants Despatch Transportation Co.,	Refrigerator,	3/4	8.42
Merchants Despatch Transportation Co.,	Box,	6/10	51.67
Mather Horse & Stock Car Co.,	Stock,	6/10	1.67
Mann Brothers,	Box,	6/10	.48
Pullman Palace Car Co., . . . . .	.....	3.	8.76
St. Louis Refrigerator Car Co.,	Refrigerator,	3/4	21.25
Swift's Refrigerator Line,	Refrigerator,	3/4	.67
St. Charles Refrigerator Despatch,	Refrigerator,	3/4	.40
Union Refrigerator Transit Co.,	Refrigerator,	3/4	3.39
Union Tank Line Co.,	Tank,	3/4	16.40
Venice Transportation Co.,	Box,	6/10	.22
Total,			\$227.56

Oath.

STATE OF NEW YORK, }
COUNTY OF NEW YORK, } ss.

WE, the undersigned, John W. Brock, President, and James K. O. Sherwood, Treasurer, of the Central New England Railway Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

JOHN W. BROCK,
President.

JAMES K. O. SHERWOOD,
Treasurer.

Subscribed and sworn to before me this 30th day of August, 1899.

JOHN C. MCGROARTY,
Notary Public, Kings Co., certificate filed in N. Y. Co.

COLCHESTER RAILWAY COMPANY.

History.

Name of common carrier making this report : Colchester Railway Company.
Date of organization : 1876.

Under laws of what Government, State, or Territory organized ? State of Connecticut.

What carrier operates the road of this company ? The New York, New Haven & Hartford Railroad Company.

Organization.

Names of Directors.	Post-office Address.
ERASTUS S. DAY,	Colchester, Conn.
WILLIAM S. CURTIS,	" "
LEANDER CHAPMAN,	" "
GEORGE G. STANDISH,	Danbury, "

Total number of stockholders at date of last election : One.

" " " " " In Conn. : One, 250 shares, all held in Conn.

Date of last meeting of stockholders for election of directors : Record not at hand.

Post-office address of general office : Colchester, Conn.

Name and address of officer to whom correspondence regarding this report should be addressed : Erastus S. Day, President, Colchester, Conn., or W. L. Squire, Treasurer N. Y., N. H. & H. R. R. Co., Lessee, New Haven, Conn.

Officers.

Title.	Name.	Location of Office.
President,	ERASTUS S. DAY,	Colchester, Conn.

Property Leased, or otherwise Assigned for Operation.

Name of Railroad the income of which from lease, or from other assignment for operation, is included in the Income Account.

Name.	TERMINALS.		By what Company Operated.	Under what kind of Contract Operated.	Miles of Line.
	From —	To —			
Colchester Railway Co.,	Colchester,	Turnerville.	N. Y., N. H. & H. R. R. Co.	Lease, 999 years.	3.59

Property Leased or Otherwise Controlled for Operation.

Leased April 3, 1878, to the Boston & New York Air Line Railroad Company for 999 years, that company to operate the road and pay interest on bonds of the Colchester Railway Company. The road is now operated by the New York New Haven & Hartford Railroad Company, under a lease to it of the Boston & New York Air Line Railroad for 99 years from Oct. 1, 1882.

Capital Stock.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Common, . . .	500	\$100.00	\$50,000.00	\$25,000.00

Manner of Payment for Capital Stock.	Total Number Shares Issued and Outstanding.	Total Cash Realized.
Issued for Cash, Common,	250	\$25,000

Funded Debt.

Class of Bond or Obligation.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
	Date of Issue.	When Due.				
First Mortgage,	1877	1907	\$25,000.00	\$25,000.00	\$25,000.00	\$25,000.00

INTEREST.

Rate.	When Payable.	Amount Accrued during Year.	Amount Paid during Year.
7 per cent.	January and July, . . .	\$1,750.00	\$1,750.00

Recapitulation of Funded Debt.

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mortgage Bds. (p. 132),	\$25,000.00	\$25,000 00	\$1,750 00	\$1,750.00

Recapitulation.

For mileage owned by road making this report:

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock (page 132),	\$25,000.00	\$25,000.00	3.59	\$6,964.00
Bonds (page 132), .	25,000.00	25,000 00	3.59	6,964.00
Total, . . .	\$50,000.00	\$50,000.00	3.59	\$13,928.00

Cost of Road, Equipment, and Permanent Improvements.

Item.	Total Cost to June 30, 1898.	Total Cost to June 30, 1899.	Cost per Mile.
Total Construction, . .	\$50,000 00	\$50,000.00	\$13,927.57

Income Account.

Income from lease of road,	\$1,750.00
Interest on funded debt accrued (page 132),	<u>\$1,750.00</u>

Earnings from Operation.

Included in report New York, New Haven & Hartford Railroad Co.

Stocks Owned.

None.

Bonds Owned.

None.

Rentals Received.

None.

Operating Expenses.

Included in report of New York, New Haven & Hartford Railroad Co.

Rentals Paid.

None.

Comparative General Balance Sheet.

Total, June 30, 1898.	Assets.	Total, June 30, 1899.
\$50,000.00	Cost of Road (p. 133),	\$50,000.00

Total, June 30, 1898.	Liabilities.	Total, June 30, 1899.
\$25,000.00	Capital Stock (page 132,)	\$25,000.00
25,000.00	Funded Debt (page 132),	25,000.00
\$50,000.00	Grand Total,	\$50,000.00

Important Changes During the Year.

None.

Contracts, Agreements, etc.

None.

Security for Funded Debt (p. 132).

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of Mortgage per Mile of Line.
	From —	To —	Miles.	
First Mortgage,	Colchester,	Turnerville,	3.59	\$6,964.00

Employees and Salaries.

General Officers, 1; no compensation.

Description of Equipment.

None.

Mileage.

Mileage of line owned by States and Territories (single track):

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Owned.	RAILS.	
	Main Line.	Branches and Spurs.		Iron.	Steel.
Connecticut, . . .	3 59	.90	4.49	.69	3.80

Characteristics of Road.

See report of lessee company.

GAUGE OF TRACK — 4 feet, 8½ inches; 3.59 miles.

Telegraph.

Owned by another company, but located on property of road making this report:

Miles of Line.	Miles of Wire.	Name of Owner.	Name of Operating Company.
3.59	3.59	Western Union Tel. Co.	Western Union Tel. Co.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN, } ss.

The undersigned, Erastus S. Day, President, by W. L. Squire, Treasurer of the New York, New Haven & Hartford Railroad Company, on his oath says that the foregoing return has been prepared, under his direction, from the original books, papers, and records of said Company; that he has carefully examined the same, and declares the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of his knowledge, information, and belief; and he further says that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

ERASTUS S. DAY,

President.

By W. L. SQUIRE,

Treasurer, New York, New Haven & Hartford Railroad Company.

Subscribed and sworn to by W. L. Squire before me this 6th day of September, 1899.

A. S. MAY,

Notary Public.

DANBURY & NORWALK RAILROAD CO.

History.

Name of common carrier making this report: Danbury & Norwalk Railroad Company.

Date of organization: May, 1849.

Under laws of what Government, State, or Territory organized? State of Connecticut.

What carrier operates the road of this company? The New York, New Haven & Hartford Railroad Company.

Organization.

Names of Directors.	Post-Office Address.	Expiration of Term.
F. ST. JOHN LOCKWOOD,	Norwalk, Conn.	October 26, 1899.
CHARLES P. CLARK,	New Haven, Conn.	" "
JOHN M. HALL,	" "	" "
BENJAMIN R. ENGLISH,	" "	" "
GEORGE J. BRUSH,	" "	" "
EBEN HILL,	South Norwalk, Conn.,	" "
EDMUND TWEEDY,	Danbury, "	" "
CHARLES H. MERRITT,	" "	" "
J. P. TREADWELL,	Norwalk, "	" "

Total number of stockholders at date of election, 77; in Connecticut, 69; stock in Connecticut, 11,811 shares.

Date of last meeting of stockholders for election of directors: October 27, 1898.

Post-office address of general office: New Haven, Conn.

Name and address of officer to whom correspondence regarding this report should be addressed: C. E. ROBINSON, Treasurer, New Haven, Conn.

Officers.

Title.	Name.	Location of Office.
President,	F. ST. JOHN LOCKWOOD,	Norwalk, Conn.
Vice-President,	CHARLES P. CLARK,	New Haven, "
Secretary,	WILLIAM E. BARNETT,	" "
Treasurer,	C. E. ROBINSON,	" "

Property Leased or Otherwise Assigned for Operation.

Name of Railroad, the income of which from lease, or from other assignment for operation, is included in the Income Account—(p. 139):

NAME.	TERMINALS.		By what Company Operated.	Under what kind of Contract Operated.	Miles of Line.
	From —	To —			
Danbury & Norwalk,	Danbury, Ct.,	Wilson Pt., Ct.,	N.Y., N.H. & H.	Lease.	26.28
	Branchville, “	Ridgefield, “	“ “	“	3.97
	Bethel, “	Hawleyville, “	“ “	“	5.95
Total Mileage,					36.20

Property Leased or Otherwise Controlled for Operation.

All the railroad and property of the Company leased to the New York, New Haven & Hartford Railroad Company for ninety-nine years from July 1, 1892.

Annual rental, 5 per cent. dividend on capital stock and interest on funded debt; all taxes and assessments.

Capital Stock.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Common,	20,000	\$50.00	\$1,000,000.00	\$600,000.00	5 per ct.	\$30,000.00

Manner of Payment for Capital Stock.	Total Cash Realized.
Issued for Cash: Common,	\$338,416.25
Issued for Undivided Earnings,	101,583.75
Issued for increased value of road and equipment,	160,000.00
Total,	\$600,000.00

Funded Debt.

Class of Bond or Obligation.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash realized on Amount Issued.
	Date of Issue.	When Due.				
Consolidated Mort.,	{ 1880 1920 }	{ 1890 1920 }	\$500,000	\$500,000	{ \$100,000	{ \$100,000
General Mort.,	{ 1892 1920 }	{ 1885 1925 }			{ 200,000	{ 200,000
			150,000	150,000	150,000	150,000
Grand Total,	.....	.....	\$650,000	\$650,000	\$650,000	\$650,000

INTEREST.

Rate.	When Payable.	Amount Accrued during Year.	Amount Paid during Year.
6 per cent.	January and July.	\$6,000.00	\$6,000.00
5 per cent.	January and July.	10,000.00	10,000.00
5 per cent.	January and July.	10,000.00	10,000.00
5 per cent.	April and October.	7,500.00	7,500.00
Total,	.... " ....	\$33,500.00	\$33,500.00

Recapitulation of Funded Debt.

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mtge. Bds. (p. 138),	\$650,000.00	\$650,000.00	\$33,500.00	\$33,500.00

Current Assets and Liabilities.

None.

Recapitulation.

For mileage owned by road making this report:

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock (p. 137),	\$600,000.00	\$600,000.00	36.20	\$16,575.00
Bonds (p. 138),	650,000.00	650,000.00	36.20	17,956.00
Total,	\$1,250,000.00	\$1,250,000.00	36.20	\$34,531.00

Cost of Road, Equipment, and Permanent Improvements.

Item.	Total Cost to June 30, 1898.	Total Cost to June 30, 1899.	Cost per Mile.
Total Construction,	\$1,170,270.83	\$1,170,270.83	\$32,327.92
Total Equipment,	228,971.89	228,971.89	6,325.19
Grand Total Cost Construction, } Equipment, etc., }	\$1,399,242.72	\$1,399,242.72	\$38,653.11

Income Account.

Income from Lease of Road,	\$63,500.00	
Total Income,		\$63,500.00
Deductions from Income:		
Interest on Funded Debt accrued (p. 138),	\$33,500.00	
Total Deductions from Income,		33,500.00
Net Income,		\$30,000.00
Dividends, 5 per cent., Common Stock (p. 137),	\$30,000.00	
Total,		\$30,000.00
Surplus on June 30, 1898 [from "General Balance Sheet," 1898 Report],		\$134,367.72
Surplus on June 30, 1899 [for entry on "General Balance Sheet"] (p. 140),		134,367.72

Stocks Owned.

None.

Bonds Owned.

None.

Rentals Received.

None.

Miscellaneous Income.

None.

Operating Expenses.

In report of Lessee Company.

Rentals Paid.

None.

Comparative General Balance Sheet.

Total, June 30, 1898.	Assets.	Total, June 30, 1899.
\$1,170,270.83	Cost of Road (p. 139),	\$1,170,270.83
228,971.89	Cost of Equipment (p. 139),	228,971.89
\$1,399,242.72	Grand Total,	\$1,399,242.72

Total, June 30, 1898.	Liabilities.	Total, June 30, 1899.
\$600,000.00	Capital Stock (p. 137),	\$600,000.00
650,000.00	Funded Debt (p. 138),	650,000.00
14,875.00	Accrued Interest on Funded Debt not yet payable,	14,875.00
134,367.72	Profit and Loss (p. 139),	134,367.72
\$1,399,242.72	Grand Total,	\$1,399,242.72

Important Changes During the Year.

None.

Contracts, Agreements, etc.

Contracts, etc., by Lessee Company.

Security for Funded Debt (p. 138).

Class of Bond or Obligation.	What Road Mortgaged.	Miles.	Amount of Mortgage per Mile of Line.	What Equipment Mortgaged.	What Income and Securities Mortgaged.
Consolidated Mortgage,	All	36.20	\$13,812.00	All	None.
General Mortgage,	All	36.20	4,144.00	All	None

Employees and Salaries.

General Officers, 4; no compensation.

Passenger and Freight, and Train Mileage.

In report of Lessee Company.

Freight Traffic Movement.

In report of Lessee Company.

Description of Equipment.

In report of Lessee Company.

Mileage.

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Owned.	Steel Rails.
	Main Line.	Branches and Spurs.		
Connecticut,	26.28	9.92	36.20	36.20

Characteristics of Road.

In report of Lessee Company.

BRIDGES, TRESTLES, TUNNELS, ETC.

In report of Lessee Company.

GAUGE OF TRACK — 4 feet, 8½ inches; 36.20 miles.

Telegraph.

In report of Lessee Company.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN, } ss.

We, the undersigned, F. St. John Lockwood, President, and C. E. Robinson, Treasurer, of the Danbury & Norwalk Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

F. ST. JOHN LOCKWOOD,
President.

C. E. ROBINSON,
Treasurer.

Subscribed and sworn to before me this 14th day of July, 1899.

A. S. MAY,
Notary Public.

HARTFORD & CONNECTICUT WESTERN RAILROAD COMPANY.

History.

Name of common carrier making this report : Hartford & Connecticut Western Railroad Company.

Date of organization : June 30, 1881

Under laws of what Government, State, or Territory organized ? State of Connecticut, January, 1881, Resolution No. 123; January, 1882, Resolution No. 189. New York, Laws of 1882, Chapter 339.

If a consolidated company, name the constituent companies. Not a consolidated company.

Date and authority for each consolidation. None.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized. Connecticut Western Railroad Company; chartered June 25, 1868; opened December 21, 1871.

The Hartford & Connecticut Western Railroad Company is the successor of the Connecticut Western Railroad Company by reason of foreclosure of mortgage, and was organized June 30, 1881, in accordance with a resolution (No. 123) of the General Assembly of the State of Connecticut, passed at its session January, 1881, "Incorporating the First Mortgage Bondholders of the Connecticut Western Railroad Company as the Hartford & Connecticut Western Railroad Company." By a resolution (No. 189) of the General Assembly of the State of Connecticut, passed at its session January, 1882, permission was given to the Hartford & Connecticut Western Railroad Company to purchase the Rhinebeck & Connecticut Railroad in the State of New York,—Chapter 339 of the Laws of 1882 of the State of New York is "An Act to authorize the Hartford & Connecticut Western Railroad Company to purchase the Rhinebeck & Connecticut Railroad." The Hartford & Connecticut Western Railroad was leased under date of August 30, 1889, to the Central New England & Western Railroad Company for one year from the 30th day of August, 1889, and under date of February 4, 1890, for fifty years from the 30th day of August, 1890, at an annual rental of two per cent. on the capital stock. All taxes, rates, charges, assessments, and interest on the bonds to be paid by the lessee.

What carrier operates this company ? Central New England Railway Company.

Organization.

Names of Directors.	Post-office Address.	Expiration of Term.
J. W. BROCK,	Philadelphia, Penn.,	December 19, 1899.
ARTHUR BROCK,	" "	" "
W. W. GIBBS,	" "	" "
H. L. DAVIS,	" "	" "

Organization. — Continued.

Names of Directors.	Post-office Address.	Expiration of Term.
R. M. JANNEY,	Philadelphia, Penn.,	December 19, 1899.
H. O. SEIXAS,	New York, N. Y.,	" "
JAMES ARMSTRONG,	" "	" "
A. A. MCLEOD,	" "	" "
J. H. APPLETON,	Springfield, Mass.,	" "
J. O. PHELPS,	Simsbury, Conn.,	" "
HENRY GAY,	Winsted, "	" "
E. W. SPURR,	Falls Village, "	" "
D. L. FREEMAN,	Canaan, "	" "

Total number of stockholders at date of last election: 661.

Date of last meeting of stockholders for election of directors: December 20, 1898.

Give post office address of general office. Hartford, Conn.

Give post-office address of operating office. None.

Give name and address of officer to whom correspondence regarding this report should be addressed: E. R. Beardsley, Treasurer, Hartford, Conn.

Officers.

Title.	Name.	Location of Office.
President,	J. H. APPLETON,	Springfield, Mass.
Vice-President,	J. O. PHELPS,	Simsbury, Conn.
Secretary,	E. R. BEARDSLEY,	Hartford, "
Treasurer,	E. R. BEARDSLEY,	" "
Auditor,	H. W. WATSON,	" "

Property Leased, or Otherwise Assigned for Operation.

Name of railroad the income of which from lease or from other assignment for operation, is included in the income account, p. 147:

Name.	TERMINALS.		By what Company Operated.	Under what kind of Contract Operated.	Miles of Line.
	From —	To —			
Hartford & Conn. Western,	Hartford, Conn.,	Rhinecliff, N. Y.	Central New England.	Lease.	100.75

Property Leased, or Otherwise Controlled for Operation.

The Hartford & Connecticut Western Railroad was leased to the Central New England & Western Railroad Company under date of February 4, 1890, for fifty years from the 30th day of August, 1890, to which date it had been leased for the period of one year from the 30th day of August, 1889, at an annual rental of two per cent. on the capital stock. All taxes, rates, charges, assessments, and interest on the bonds to be paid by the lessee.

Capital Stock.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Common,	30,000	\$100.00	\$3,000,000.00	\$2,708,000.00	2 per cent.	\$26,358.00

Total capital,	\$2,708,000.00
Capital owned by the lessee, upon which no dividends were declared,	1,390,100.00
	<u>\$1,317,900.00</u>

Manner of Payment for Capital Stock.	Number of Shares Issued during Year.	Total Number Shares Issued and Outstanding.
Issued for bonds of the Conn. Western R. R. Co.,	3	19,080
“ purchase of Rhinebeck & Conn. R. R.,	..	8,000
Total,	3	27,080

REMARKS. — 7,897 shares are held by 438 Connecticut residents. \$500 bond converted into stock at 60 per cent. during the year.

Funded Debt.

Class of Bond or Obligation.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash realized on Amount Issued.
	Date of Issue.	When Due.				
1st Mortgage,	1883 June 30.	1903 July 1.	\$700,000.00	\$700,000.00	\$700,000.00	\$700,000.00

INTEREST.

Rate.	When Payable.	Amount Accrued during Year.	Amount Paid during Year.
5 per cent.	January and July,	\$35,000.00	\$35,000.00

Recapitulation of Funded Debt.

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mortgage Bds., p. 145,	\$700,000.00	\$700,000.00	\$35,000.00	\$35,000.00

Current Assets and Liabilities.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1899.	
Cash,	\$1,916.49	Loans and Bills Payable, . .	\$22,697.99
Current Liabilities,	91,028.06	Audited Vouchers and Accounts,	70,246.56
Total,	\$92,944.55	Total,	\$92,944.55

Recapitulation.

For mileage owned by road making this report :

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock, page 145, . .	\$2,708,000.00	\$2,708,000.00	109.75	\$24,674.26
Bonds (page 145),	700,000.00	700,000.00	109.75	6,378.13
Equipm't Trust Obligat'ns,			109.75	.....
Total,	\$3,408,000.00	\$3,408,000.00	109.75	\$31,052.39

Cost of Road, Equipment, and Permanent Improvements.

Item.	Total Cost to June 30, 1898.	Total Cost to June 30, 1899.	Cost per Mile.
Total Construction,	\$2,921,747.46	\$2,921,747.46	\$26,621.84
Total Equipment,	373,867.97	373,867.97	3,406.54
Grand Total Cost Construction, } Equipment, etc., }	\$3,295,615.43	\$3,295,615.43	\$30,028.38

Income Account.

Income from lease of Road,	\$61,358.00	
Total Income,		\$61,358.00
Interest on Funded Debt accrued (p. 146),	\$35,000.00	
Total Deductions from Income,		35,000.00
Net Income,		\$26,358.00
Dividends, 2 per cent., common stock (p. 145),	\$26,358.00	
Total,		\$26,358.00
Deficit on June 30, 1898 [from "General Balance Sheet," 1898 Report],		\$10,310.51
Deficit on June 30, 1899 [for entry on "General Balance Sheet"] (p. 147),		\$10,310.51

Earnings from Operation.

None.

Stocks Owned.

None.

Bonds Owned.

None.

Rentals Received.

None.

Miscellaneous Income.

None.

Operating Expenses.

None.

Rentals Paid.

None.

Comparative General Balance Sheet.

Total, June 30, 1898.	Assets.	Total, June 30, 1899.	Increase Year Ending June 30, 1899.
\$2,921,747.46	Cost of Road (p. 146),	\$2,921,747.46	
373,867.97	Cost of Equipment (p. 146),	373,867.97	
37,672.58	{ Springfield & Connecticut Rail- road, Springfield Branch, . }	106,002.65	\$68,330.07
99,099.47	Lands Owned,	99,099.47	
.....	Cash and Current Assets (p. 146),	1,916.49	1,916.49
10,310.51	Profit and Loss,	10,310.51	
\$3,442,697.99	Grand Total,	\$3,512,944.55	\$70,246.56

Comparative General Balance Sheet.—Continued.

Total, June 30, 1898.	Liabilities.	Total, June 30, 1899.	Increase Year ending June 30, 1899.	Decrease Year ending June 30, 1899.
\$2,707,700.00	Capital Stock (p. 145),	\$2,708,000.00	\$300.00	.....
12,300.00	Convertible Bonds, .	12,000.00	.....	\$300.00
700,000.00	Funded Debt (p. 145),	700,000.00	.....	.....
22,697.99	Current Liabilities, .	92,944.55	70,246.56	.....
\$3,442,697.99	Grand Total,	\$3,512,944.55	\$70,546.56	\$300.00

Important Changes during the Year.

Three shares of Hartford & Connecticut Western stock have been issued in exchange for a \$500 Connecticut Western bond at 60 per cent.

Contracts, Agreements, etc.

None.

Security for Funded Debt (p. 145).

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of Mortgage per Mile of Line.	What Equipment Mortgaged.
	From—	To—	Miles.		
First Mortgage,	Hartford	Rhinecliff.	109.75	\$6,378.13	Entire.

Employees and Salaries.

None.

Passenger and Freight and Train Mileage.

None.

Freight Traffic Movement.

None.

Description of Equipment.

Leased.

Mileage.

Mileage of line owned by States and Territories (single track):

State or Territory.	Line Represented by Capital Stock. Main Line.	Total Mileage Owned.	Iron Rails.	Steel Rails.
Connecticut,	67.25	67.25	.....	67.25
New York,	42.50	42.50	11.79	30.71
Total Mileage owned, . . .	109.75	109.75	11.79	97.96

State of Connecticut.	Line Represented by Capital Stock. Main Line.	Total Mileage Owned.	Steel Rails.
Total Mileage Owned,	67.25	67.25	67.25

Renewal of Rails and Ties.

None.

Consumption of Fuel by Locomotives.

None.

Accidents to Persons.

None.

Characteristics of Roads.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.		
From—	To—	Miles.	Number of Curves.	Aggregate Length of Curved Line. Miles.	Length of Straight Line. Miles.
Hartford	Rhinecliff.	109.75	333	49.76	59.99

Characteristics of Road.—*Continued.***PROFILE.**

Length of Level Line. Miles.	ASCENDING GRADES.			DESCENDING GRADES.		
	No.	Sum of Ascents. Feet.	Aggregate Length of Ascending Grades. Miles.	No.	Sum of Descents. Feet.	Aggregate Length of Descending Grades. Miles.
14.50	75	1,941.1	44.95	83	1,969.2	50.30

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.	
		Feet.	Inches.	Feet.	Inches.	Feet.	Inches.
Bridges:							
Iron, . . .	33	1,177	7	10	..	201	6
Wooden, . .	153	3,473	1	5	..	186	6
Total, . . .	186	4,650	8	..	..	..	..
Trestles, . .	30	7,300	7	38	..	1,802	..

OVERHEAD HIGHWAY CROSSINGS.

Item.	Number.	HEIGHT OF LOWEST ABOVE SURFACE OF RAILS.	
		Feet.	Inches.
Bridges,	10	17	..

GAUGE OF TRACK—4 feet, 8½ inches ; 109.75 miles.

Telegraph.

Owned by another company, but located on property of road making this report :

Miles of Line.	Miles of Wire.	Name of Owner.	Name of Operating Company.
109.75	283	Western Union.	Western Union.

Car Mileage.

None.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF HARTFORD. } ss.

We, the undersigned, Julius H. Appleton, President, and Edward R. Beardsley, Treasurer, of the Hartford & Connecticut Western Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company ; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief ; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts ; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

JULIUS H. APPLETON,
President.

EDWARD R. BEARDSLEY,
Treasurer.

Subscribed and sworn to before me this 25th day of August, 1899.

ARTHUR B. PECK,
Notary Public.

MIDDLETOWN, MERIDEN & WATERBURY RAILROAD CO.

History.

Name of common carrier making this report? Middletown, Meriden & Waterbury Railroad Company.

Date of organization? July 1, 1898.

Under laws of what Government, State, or Territory organized? Connecticut.

If a consolidated company, name the constituent companies.

Formed by the consolidation of the Meriden & Cromwell Railroad Company, organized under the General Railroad Laws of Connecticut, July 10, 1882, and the Meriden & Waterbury Railroad Company, organized under the General Railroad Laws of Connecticut, May 24, 1887.

Date and authority for each consolidation? Consolidated under an Act entitled "An Act authorizing the consolidation of certain Railroad Companies," passed by the General Assembly of the State of Connecticut, at its January Session, 1887, and to be found on pages 481, 482, and 483, Special Acts, January Session, 1887.

This consolidated company was sold under foreclosure and purchased May, 1896, by A. Heaton Robertson of New Haven.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized. Meriden, Waterbury & Conn. River R. R. Co., organized by the purchaser, A. Heaton Robertson of New Haven, on July 1, 1898, as the Middletown, Meriden & Waterbury Railroad Company, by Act of General Assembly of Connecticut, passed at January Session, 1897.

What carrier operates the road of this company? New York, New Haven & Hartford Railroad Company.

Organization.

Names of Directors.	Post-office Address.	Date of Expiration of Term.
A. HEATON ROBERTSON,	New Haven, Conn.,	1st Tuesday of Nov., 1899
FREDERICK C. WAGNER,	New York, N. Y.,	" "
HENRY C. ELY,	" "	" "
H. L. B. POND,	Meriden, Conn.,	" "
JOHN B. ROBERTSON,	New Haven, "	" "
JOHN L. BILLARD,	Meriden, "	" "
FREDERICK J. KINGSBURY,	Waterbury, "	" "
CHARLES L. ROCKWELL,	Meriden, "	" "
WILLIAM H. CLARK,	Brooklyn, N. Y.,	" "

Organization.—*Continued.*

Total number of stockholders at date of last election: 9.

Post-office address of general office: New Haven, Conn.

Post-office address of operating office: New Haven, Conn.

Name and address of officer to whom correspondence regarding this report should be addressed: A. Heaton Robertson, President, New Haven, Conn.

Officers.

Title.	Name.	Location of Office.
President,	A. HEATON ROBERTSON,	New Haven, Conn.
Secretary,	JOHN B. ROBERTSON,	" "
Treasurer,	A. HEATON ROBERTSON,	" "

Property Leased, or otherwise Assigned for Operation.

Name of railroad the income of which from lease, or from other assignment for operation, is included in the Income Account (p. 154):

Name.	TERMINALS.		By what Company Operated.	Under what kind of Contract Operated.	Miles of Line.
	From—	To—			
Middletown, Meriden & Waterbury.	Middletown,	Waterbury.	New York, New Haven & Hartford R. R. Co.	Lease.	30.34

Capital Stock.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Common, . . .	1,000	\$100.00	\$100,000.00	\$100,000.00

Manner of Payment for Capital Stock.	Number of Shares Issued during Year.
Common,	1,000

Whole amount of stock issued for property on franchise of old road.

Funded Debt.

None.

Recapitulation.

For mileage owned by road making this report:

Account.	Total Amount Outstanding.
Capital Stock (p. 153),	\$100,000.00

All on account of Railroad.

Cost of Road, Equipment, and Permanent Improvements.

Cost of road to new company, \$100,000.

Income Account.

Income from Lease of Road,	\$500.00	
Total Income,		\$500.00
Deductions from Income:		
Salaries and Maintenance of Organization,	\$150.00	
Total Deductions from Income,		\$150.00
Net Income,		\$350.00
Deficit on June 30, 1899 [for entry on "General Balance Sheet "] (p. 155),		\$350.00

Stocks Owned.

None.

Bonds Owned.

None.

Rentals Received.

None.

Miscellaneous Income.

None.

Rentals Paid.

None.

Comparative General Balance Sheet.

Assets.	Total, June 30, 1899.
Cost of Road (p. 154),	\$100,000.00
Cash and Current Assets (p. 154),	350.00
Grand Total,	\$100,350.00

Liabilities.	Total, June 30, 1899.
Capital Stock (p. 153),	\$100,000.00
Profit and Loss,	350.00
Grand Total,	\$100,350.00

Important Changes during the Year.

Leased to the New York, New Haven & Hartford Railroad Company for one year from November 1, 1898.

Contracts, Agreements, etc.

None.

Security for Funded Debt.

None.

Employees and Salaries.

Class.	Number.	Total Yearly Compensation.
General Officers,	3	\$300.00

Description of Equipment.

None.

Mileage.

Mileage of line owned by States and Territories:

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Owned.	Steel Rails.
	Main Line.	Branches and Spurs.		
Connecticut.	29.50	.84	30.34	30.34

Characteristics of Road.

Included in report of New York, New Haven & Hartford Railroad Company.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN, } ss.

The undersigned, A. Heaton Robertson, President and Treasurer of the Middletown, Meriden & Waterbury Company, on his oath does say that the foregoing return has been prepared, under his direction, from the original books, papers, and records of said Company; that he has carefully examined the same, and declares the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of his knowledge, information, and belief; and he further says that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

A. HEATON ROBERTSON,

President and Treasurer.

Subscribed and sworn to before me this 27th day of July, 1899,

HOBART L. HOTCHKISS,

Notary Public.

NAUGATUCK RAILROAD COMPANY.

History.

Name of common carrier making this report : Naugatuck Railroad Co.

Date of organization : May, 1845.

Under laws of what Government, State, or Territory organized : State of Connecticut.

Private Laws of Connecticut, vol. iv, pp. 944, 949, 950, 951, 952 ; vol. v, pp. 75, 753. Special Laws of Connecticut, vol. vi, pp. 8, 9, 23, 293, 709, 874 ; vol. vii, p. 114.

If a consolidated company, name the constituent companies. Not a consolidated company.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized. Not a reorganized company.

What carrier operates the road of this company ? The New York, New Haven & Hartford Railroad Company.

Organization.

Names of Directors.	Post-Office Address.	Expiration of Term.
WM. D. BISHOP,	Bridgeport, Conn.,	November 15, 1899.
FREDERICK J. KINGSBURY,	Waterbury, "	" "
ROYAL M. BASSETT,	Derby, "	" "
SAMUEL S. DENNIS,	Newark, N. J.,	" "
JOEL S. SPERRY,	New Haven, Conn.,	" "
JOHN M. HALL,	" "	" "
A. HEATON ROBERTSON,	" "	" "
WM. D. BISHOP, JR.,	Bridgeport, "	" "
CHARLES F. BROOKER,	Torrington, "	" "

Total number of stockholders at date of last election : 444.

Total number of stockholders in Connecticut at date of last election : 342 ; 16,994 shares.

Date of last meeting of stockholders for election of directors : November 16, 1898.

Post-office address of general office : President and Secretary, Bridgeport, Conn.

Post office address of operating office : Treasurer, New Haven, Conn.

Name and address of officer to whom correspondence regarding this report should be addressed : W. L. Squire, Treasurer, New Haven, Conn.

Officers.

Title.	Name.	Location of Office.
President,	WM. D. BISHOP,	Bridgeport, Conn.
Secretary,	WM. D. BISHOP,	" "
Treasurer,	WM. L. SQUIRE,	New Haven, "

Property Leased, or otherwise Assigned for Operation.

Name of railroad the income of which from lease, or from other assignment for operation, is included in the Income Account (p. 160):

Name.	TERMINALS.		By what Company Operated.	Under what kind of Contract Operated.	Miles of Line.
	From—	To—			
Naugatuck Railroad Co.	Naugatuck Junction	Winsted.	The New York, New Haven & Hartford R.R. Co.	Lease.	56.55
	Watertown	Waterbury.			4.44
Total Mileage,					60.99

Property Leased, or otherwise Controlled for Operation.

The Naugatuck Railroad was leased May 24, 1887, to The New York, New Haven & Hartford Railroad Company for ninety-nine years from April 1, 1887, at an annual rental of \$200,000.00 and interest on the bonds of the Naugatuck Railroad Company.

Capital Stock.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Common,	20,000	\$100.00	\$2,000,000.00	\$2,000,000.00	10 p. ct.	\$200,000.00

Manner of payment for Capital Stock.	Total Number Shares Issued and Outstanding.	Total Cash Realized.
Issued for Cash : Common,	3,976.96	\$397,696.00
Issued for Bonds,	2,730	273,000.00
Issued for Construction : Common,	6,758.79	675,879.00
Issued for Undivided Earnings,	1,427	142,700.00
Issued for Increased Valuation of Road, or Equipment, or both,	4,488.25	448,825.00
Stock charged Profit and Loss for Loss on Stock Sold,	302	30,200.00
Stock charged Profit and Loss for Over-issue by New York Transfer Agent,	317	31,700.00
Total,	20,000.00	\$2,000,000.00

Funded Debt.

Class of Bonds or Obligation.	Time.		Amount of Authorized issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
	Date of Issue.	When Due.				
1st Mortgage,	1863	1913	\$750,000.00	\$150,000.00	\$150,000.00	\$150,000.00

INTEREST.

Rate.	When Payable.	Amount Accrued during Year.	Amount Paid during Year.
4 per cent.	June 1st and December 1st.	\$6,000.00	\$6,000.00

Recapitulation of Funded Debt.

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mortgage Bonds (p. 159),	\$150,000.00	\$150,000.00	\$6,000.00	\$6,000.00

Current Assets and Liabilities.

None.

Recapitulation.

For mileage owned by road making this report :

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock (p. 158),	\$2,000,000.00	\$2,000,000.00	60.99	32,792.00
Bonds (p. 159), . .	150,000.00	150,000.00	60.99	2,460.00
Total, . . .	\$2,150,000.00	\$2,150,000.00	.....	\$35,252.00

Cost of Road, Equipment, and Permanent Improvements.

Item.	Total Cost to June 30, 1898.	Total Cost to June 30, 1899.	Cost per Mile.
Construction,	\$2,024,697.45	\$2,024,697.45	\$33,197.20
Equipment,	297,086.57	297,086.57	4,871.07
Total Cost,	\$2,321,784.02	\$2,321,784.02	\$38,068.27

Income Account.

Income from lease of Road,	\$206,000.00	
Total Income,		\$206,000.00
Deductions from Income:		
Interest on Funded Debt accrued (p. 159),	\$6,000.00	
Total Deduction from Income,		\$6,000.00
Net Income,		\$200,000.00
Dividends, 10 per cent., common stock (p. 158),	\$200,000.00	
Total,		\$200,000.00
Surplus on June 30, 1898 [from "General Balance Sheet," 1898 Report],		\$272,784.02
Surplus on June 30, 1899 [for entry on "General Balance Sheet"] (p. 161),		\$272,784.02

Stocks Owned.

None.

Bonds Owned.

None.

Rentals Received.

None.

Miscellaneous Income.

None.

Rentals Paid.

None.

Comparative General Balance Sheet.

Total, June 30, 1898.	Assets.	Total, June 30, 1899.
\$2,024,697.45	Cost of Road (p. 160),	\$2,024,697.45
297,086.57	Cost of Equipment (p. 160),	297,086.57
101,500.00	Lands owned,	101,500.00
\$2,423,284.02	Grand Total,	\$2,423,284.02

Total, June 30, 1898.	Liabilities.	Total, June 30, 1899.
\$2,000,000.00	Capital Stock (p. 158),	\$2,000,000.00
150,000.00	Funded Debt (p. 159),	150,000.00
500.00	Accrued Interest on Funded Debt not yet payable,	500.00
272,784.02	Profit and Loss,	272,784.02
\$2,423,284.02	Grand Total,	\$2,423,284.02

Important Changes during the Year.

None.

Contracts, Agreements, etc.

None.

Security for Funded Debt.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of Mortgage per Mile of Line.
	From—	To—	Miles.	
First Mortgage,	Naugatuck Junc.,	Winsted.	56.55	\$2,653

Employees and Salaries.

General Officers, 3; no compensation.

Passenger and Freight, and Train Mileage.

Included in report of lessee company.

Freight Traffic Movement.

Included in report of lessee company.

Description of Equipment.

Included in report of lessee company.

Mileage.

c. MILEAGE OF LINE OWNED BY STATES AND TERRITORIES (single track).

State and Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Owned.	Steel Rails.
	Main Line.	Branches and Spurs.		
Connecticut,	56.55	4.44	60.99	60.99

Characteristics of Road.

See report of Lessee Company.

GAUGE OF TRACK—4 feet, 8½ inches; 60.99 miles.

Telegraph.

Owned by another company, but located on property of road making this report:

Miles of Line.	Name of Owner.	Name of Operating Company.
60.99	Western Union Telegraph Co.	Western Union Telegraph Co.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN, } ss.

We, the undersigned, William D. Bishop, President, and W. L. Squire, Treasurer, of the Naugatuck Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

WM. D. BISHOP,
President.

W. L. SQUIRE,
Treasurer.

Subscribed and sworn to before me this 8th day of September, 1899.

A. S. MAY,
Notary Public.

THE NEW ENGLAND RAILROAD COMPANY.

History.

Name of common carrier making this report? The New England Railroad Company.

Date of organization? August 26, 1895.

Under laws of what Government, State, or Territory organized? Massachusetts, Laws of 1895, Chapter 484. Connecticut, Laws of 1895, page 8.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. None.

Date and authority for each consolidation. None.

If a re-organized company, give the name of original corporation and refer to laws under which it was organized.

Formed by the organization of the purchasers, and the associates of the purchasers, of the property and franchises of The New York & New England Railroad Company, said property and franchises having been sold under decrees of court for the foreclosure of the second mortgage of the said railroad company, and having been transferred by the aforesaid purchasers of The New England Railroad Company in consideration of the issue of its preferred stock in the sum of five million dollars (\$5,000,000), and of its common stock in the sum of twenty million dollars (\$20,000,000).

NOTE.

Memorandum of Laws confirming the organization of The New York & New England Railroad Company, and acts amendatory thereto:

MASSACHUSETTS.

Laws of 1873, chapter 289; laws of 1880, chapter 17; laws of 1880, chapter 260; laws of 1882, chapter 240; laws of 1884, chapter 85; laws of 1887, chapter 201; laws of 1888, chapters 81 and 201; laws of 1889, chapter 348; laws of 1890, chapter 340.

CONNECTICUT.

Laws of 1873, vol. 7, p. 466; laws of 1875, vol. 7, p. 913; laws of 1877, vol. 8, pp. 67 and 72; laws of 1880, vol. 8, p. 353; laws of 1880, vol. 8, p. 411; laws of 1881, vol. 9, p. 64; laws of 1882, vol. 9, p. 676; laws of 1884, vol. 9, p. 999; laws of 1889, vol. 9, p. 1107.

RHODE ISLAND.

Laws of 1873, p. 13; laws of 1882, p. 223; laws of 1884, p. 204.

NEW YORK.

Laws of 1895, chapter 454.

What carrier operates the road of this Company? The New York, New Haven & Hartford Railroad Company.

Organization.

Names of Directors.	Post-office Address.	Expiration of Term.
FRANCIS L. HIGGINSON,	Boston, Mass.	October 26, 1899.
NEHEMIAH W. RICE,	" "	"
CHARLES L. LOVERING,	" "	"
JESSE METCALF,	Providence, R. I.,	"
FREDERICK J. KINGSBURY,	Waterbury, Conn.,	"
DAVID S. PLUME,	" "	"
CHARLES P. CLARK,	New Haven, "	"
EDWARD D. ROBBINS,	Hartford, "	"
ROBERT BACON,	New York, N. Y.,	"
JOHN W. DOANE,	Chicago, Ill.,	"
EDWARD G. BUCKLAND,	Providence, R. I.,	"

Total number of stockholders at date of last election : 217.

Date of last meeting of stockholders for election of directors : October 27, 1898.

Post-office address of general office : Boston, Mass.

Post-office address of operating office : " "

Name and address of officer to whom correspondence regarding this report should be addressed : H. M. Kochersperger, Comptroller N. Y., N. H. & H. R. R., New Haven, Conn.

Officers.

Title.	Name.	Location of Office.
President,	CHARLES P. CLARK,	New Haven, Conn.
Vice-President,	EDWARD D. ROBBINS,	Hartford, "
Secretary,	JAMES W. PERKINS,	Boston, Mass.
Treasurer,	GEORGE B. PHIPPEN,	"

Property Leased, or Otherwise Assigned for Operation.

Name of railroad the income of which from lease, or from other assignment for operation, is included in the Income Account (p. 169):

Name.	TERMINALS.		By what Company Operated.	Under What Kind of Contract Operated.	Miles of Line.
	From—	To—			
The New England, .	Boston, Mass.,	Hopew'l J'n, N. Y.,	N. Y., N. H. & H. R. R.	99 yr. lease.	213.56
" " " " " " " "	Wicopee J'n, N. Y.	Fishkill Ldg, "	"	"	1.71
Providence Branch, .	Providence, R. I.,	Willimantic, Ct.,	"	"	57.76
Woonsocket " " " "	Cook St., Newton,	Woonsocket, R. I.,	"	"	28.67
Southbridge " " " "	E. Thompson, Ct.,	Southbridge, Ms.,	"	"	17.36
Dedham " " " "	Dedham J'n, Ms.,	Dedham, Mass.,	"	"	1.53
" " " " " "	Islington, Mass.,	"	"	"	2.00
Melrose " " " "	Melrose, Conn.,	West st, R'kville,	"	"	7.22
Springfield " " " "	E. Hartford, Ct.,	Junc. B. & A. R. R.	"	"	28.31
South Boston Freight Branch in B'st'n, Ms.,		Spgfld, Mass.,			1.04
Total Mileage,					359.16

Property Leased, or Otherwise Controlled for Operation.

This company's road is operated by the New York, New Haven & Hartford Railroad Company under lease dated May 10, 1898, for ninety-nine years from July 1, 1898.

The New York, New Haven & Hartford Railroad Company own a majority of both the common and preferred stock.

Capital Stock.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Common, . . .	200,000	\$100.00	\$20,000,000.00	\$20,000,000.00
Preferred, . . .	50,000	100.00	5,000,000.00	5,000,000.00
Total, . . .	250,000	.....	\$25,000,000.00	\$25,000,000.00

DIVIDENDS DECLARED DURING YEAR.

Rate.	Amount.
3 per cent.	\$150,000.00

Manner of Payment for Capital Stock.	Total Number Shares Issued and Outstanding.
Issued for property rights and franchises, { Common, . . .	200,000
Preferred, . . .	50,000
Total,	250,000

NOTE.—Issued under an act of the Legislature of the State of Connecticut entitled "An Act to provide for the Incorporation of Purchasers of the Property and Franchises of the New York & New England Railroad Company," approved March 7, 1895; and under an act of the Legislature of the Commonwealth of Massachusetts, entitled similarly to the Connecticut Act, above referred to, and approved June 5, 1895.

Funded Debt.

Class of Bond or Obligation.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash realized on Amount Issued.
	Date of Issue.	When Duc.				
Con. Mtge. Bonds,	9/2 1895	7/1 1945	\$17,500,000	\$5,000,000	\$5,000,000	*
Miscel. Obligati'ns,	.....	.....	.....	11,500,000	11,500,000	.....
Total, . . .	.....	.....	\$17,500,000	\$16,500,000	\$16,500,000	.....

* Issued for property rights and franchises.

INTEREST.

Rate.	When Payable.	Amount Accrued during Year.	Amount Paid during Year.
5 per cent.	January and July.	\$250,000.00	\$250,000.00
Misc. Oblig'ns,	.....	720,000.00	720,000.00
Total, . . .	.....	\$970,000.00	\$970,000.00

NOTE 1. — The New England Railroad Company holds its title subject to a mortgage given by the New York & New England Railroad Company dated January 1, 1876, for \$10,000,000, maturing Jan. 1, 1905; and holds a portion of its Boston Terminals subject to mortgages given by the New York & New England Railroad Company for \$1,500,000. See balance sheet.

Interest accrued and paid during year, \$720,000.

NOTE 2. — Issued under an act of the Legislature of the State of Connecticut, entitled "An Act to provide for the Incorporation of Purchasers of the Property and Franchises of The New York & New England Railroad Company," approved March 7, 1895; and in accordance with the third article and the fifth article of the Articles of Association set forth in the Certificate of Incorporation of The New England Railroad Company, filed in the office of the Secretary of State of the State of Connecticut, in compliance with the act aforesaid.

Recapitulation of Funded Debt.

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mortgage Bonds (p. 167),	\$5,000,000	\$5,000,000	\$250,000	\$250,000
Mis. Obligations (p. 167),	11,500,000	11,500,000	720,000	720,000
Total.	\$16,500,000	\$16,500,000	\$970,000	\$970,000

Receiver's Certificates.

None.

Current Assets and Liabilities.

Cash and Current Assets available for Payment of Current Liabilities.		Current Liabilities accrued to and including June 30, 1899.	
Cash,	\$65,342.20	Rents due July 1, . . .	\$9,225.00
Other cash assets (excluding "materials and supplies"),	895,812.28	Miscellaneous,	35,957.22
Special Fund,	9,225.00		
Total Cash and Current Assets,	\$970,379.48	Total Current Liabilities,	\$45,182.22
		Balance Cash Assets,	925,197.26
Total,	\$970,379.48	Total,	\$970,379.48

Recapitulation.

For mileage owned by road making this report:

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock (p. 166),	\$25,000,000.00	\$25,000,000.00	359.16	\$69,606.86
Bonds (p. 167),	16,500,000.00	16,500,000.00	.....	45,940.53
Total,	\$41,500,000.00	\$41,500,000.00	359.16	\$115,547.39

Cost of Road, Equipment, and Permanent Improvements.

Item.	Exp'ditures dur'g year, not included in operating expenses charged to construction or equipment.	Total Cost to June 30, 1898.	Total Cost to June 30, 1899.	Cost per Mile.
Construction:				
Real estate,	\$119,466.70	.....	.....	.....
Crossings, Cattle Grds., and Signs,	306,310.64	.....	.....	.....
Sta. Bdgs and Fixts.,	46,479.61	.....	.....	.....
General Expenses,	88.72	.....	.....	.....
Total Cost Construc- } tion, Equipm't, etc., }	\$472,345.67	\$28,260,504.28	\$28,732,849.95	\$80,000.14

Income Account.

Income from Lease of Road,	\$1,120,000.00
Total income,	\$1,120,000.00
Deduction from income:	
Interest on Funded Debt accrued (p. 167),	970,000.00
Net Income,	\$150,000.00
Dividends, 3 per cent., Preferred Stock (p. 166),	150,000.00
Deficit on June 30, 1898, [from "General Balance Sheet,"] 1898 Report,	\$337,645.86
Deduction for year (see note),	\$4,306.93
Deficit on June 30, 1899, [for entry on "General Balance Sheet,"] (p. 169),	\$341,952.79

NOTE.—Net excess of payments over collections of accounts of The New England Railroad Company made by New York, New Haven & Hartford Railroad Company, Lessee, not appearing in balance sheet of June 30, 1898, and not included in general transfer account.

Comparative General Balance Sheet.

Total, June 30, 1898.	Assets.	Total, June 30, 1899.	Increase, Year ending June 30, 1899.	Decrease, Year ending June 30, 1899.
\$28,260,504.28	{ Cost of Road (p. 169), Cost of Equipment, (p. 169), }	\$28,732,849.95	\$472,345.67	.....
11,500,000.00	Underlying Liens, being Mortgages of the New York & New England R. R. Co.,	11,500,000.00	.....	.....
200,000.00	Stocks owned, . . . . .	.....	.....	\$200,000.00
750,000.00	Bonds owned . . . . .	.....	.....	750,000.00
822,007.23	Cash and Current Assets,	970,379.48	148,372.25	.....
458,585.04	Material and Supplies, . . . . .	.....	.....	458,585.04
337,645.86	Profit and Loss,	341,952.79	4,306.93	.....
\$42,328,742.41	Grand Total,	\$41,545,182.22	.....	\$783,560.19

Comparative General Balance Sheet.— *Continued.*

Total, June 30, 1898.	Liabilities.	Total, June 30, 1899.	Decrease, Year ending June 30, 1899.
\$25,000,000.00	Capital Stock (p. 166),	\$25,000,000.00	.....
5,000,000.00	Funded Debt (p. 167),	5,000,000.00	.....
11,500,000.00	Mortgage Debt of the New York & New England Rail- road Company,	11,500,000.00	.....
794,759.08	Current Liabilities (p. 168),	45,182.22	\$749,576.86
15,000.00	Accrued Interest on Funded and other Debt not yet payable, . . . . .	.....	15,000.00
18,983.33	Accrued Rentals not yet payable, . . . . .	.....	18,983.33
\$42,328,742.41	Grand Total.	\$41,545,182.22	\$783,560.19

Important Changes During the Year.

Lease of this Company effective from July 1, 1898. Lease attached.

The New England Railroad Company (hereinafter called the lessor), hereby demises and lets, for the term of ninety-nine years, beginning the first day of July, 1898, *provided this lease shall be legally authorized and duly approved*, unto The New York, New Haven and Hartford Railroad Company (hereinafter called the lessee), and to its successors and assigns, both the lessor and lessee being corporations existing under the laws of the State of Connecticut, and of the Commonwealth of Massachusetts, and of the State of Rhode Island and Providence Plantations, and whose roads connect with each other, all and singular its railroads and property of every description, whether within its location or not, including all rights, franchises, easements, privileges, and appurtenances thereunto belonging, together with the right to demand and receive for the lessee's own use all tolls, rents, revenues, income, and profits of the demised premises, including also therein all the right, title, and interest of the lessor in and to any and all railroads operated by it, under lease or otherwise, and in or to any stock and securities of other corporations owned by it, or held by or for it, all dividends thereon, and the right of voting on the same, and in and to all contracts and obligations of or with other railroads, corporations, or individuals, and all income advantages and benefits to be derived therefrom, hereby assigning and transferring unto the lessee, under the terms and provisions of this lease, and for the purposes thereof, and subject to all obligations and incumbrances thereon, all its railroad, property, franchises, and assets of every description, however described and wherever situated, except the corporate seal, the stockholders' and directors' record books, and the transfer and stock books, to which the lessee may have access at reasonable times.

And the lessor covenants with the lessee that it will suffer and permit the lessee, it keeping all the covenants on its part as herein contained, to occupy, possess, and enjoy said premises, property, rights, franchises, and privileges during the term aforesaid without hindrance or molestation.

And the lessor hereby makes, constitutes, and appoints the lessee its agent during the term of this lease to operate all its leased railroads and property, the lessee herein to do and perform as such agent all acts with reference thereto in-

cumbent by law or by contract upon the lessor herein and in consideration thereof to receive the income and profit arising from such operation ; and the lessor hereby agrees, as soon as it legally may, to make from time to time proper and complete assignments to the lessee of all leasehold rights of the lessor.

And the lessor covenants that during the continuance of this lease it will maintain its corporate organization, the lessee paying all reasonable and proper expenses thereof, and, for that purpose will hold all necessary meetings, elect all necessary officers, and make all necessary records, reports, reissues of stock certificates, and transfers and registrations of bonds ; and that it will, from time to time, whenever requested by the lessee, take real estate for the convenient operation of said rail roads, the lessee, however, advancing therefor all damages and expenses ; and that the lessee may use the lessor's name in bringing or defending any suits or proceedings so far as it is or may be necessary for the protection or enjoyment of said demised premises, property, rights, franchises, and privileges, or for the acquisition of additional real estate, but at the sole expense of the lessee, saving the lessor harmless from all loss, costs, or damages thereby accruing.

And the lessor covenants that, for the purpose of making permanent improvements upon the property hereby demised and for the purpose of discharging its indebtedness, and of paying and refunding any indebtedness secured by mortgage or other lien upon its property it will at the request of the lessee make such lawful issue, and reissue in renewal, of bonds or of stock, or both, as shall from time to time be necessary and proper to be issued ; and that at the request of the lessee it will execute mortgages of said demised premises or any part thereof to secure the payment of the principal and interest of such bonds ; and that it will not issue any stock or bonds, or create any indebtedness or lien upon said demised premises, or property, except under and in accordance with the directions, or by the previous written consent, of the lessee.

And the lessor hereby makes, constitutes, and appoints the lessee its true and sufficient and lawful attorney from time to time, to bargain and sell, with the assent of the directors of the lessor, lands and structures of the lessor on such terms as to the lessee shall seem meet, and hereby authorizes the lessee in the name of the lessor to make, execute, acknowledge, and deliver good and sufficient deeds and conveyances of all the right, title, and interest of the lessor so bargained and sold in and to the same ; the lessor agreeing, whenever thereto requested by the lessee, and upon reasonable notice, to affix its corporate seal to such deeds and conveyances ; and the lessee covenants and agrees that other lands and structures of equal value shall be conveyed to the lessor in lieu of any lands or structures so sold and conveyed ; all property so acquired to become a part of the demised premises.

And the lessor covenants that it will at any time or times hereafter, upon the reasonable request of the lessee, make, do, and execute, or cause or procure to be made, done, and executed, all and every such further and other lawful and reasonable acts, conveyances, transfers, assignments, and assurances in the law, for the better and more effectually vesting and confirming the premises and property hereby leased, or intended so to be, in and to the lessee, as by the lessee shall be reasonably devised, advised, or required.

And the lessee covenants to pay as rent hereunder to each holder of record of the preferred stock of the lessor the sum of one dollar on each of his shares on the last secular days of October, February, and June in each year : the first payment to be made on the last secular day of October, 1898.

And the lessee further covenants to provide for the payment in the manner hereinbefore mentioned, of the principal of all funded indebtedness for the payment of which the lessor may be legally holden and of all indebtedness secured by any mortgage or other lien upon its property as the same shall from time to time mature, and to assume and pay all the other obligations of the lessor of every name and nature as the same shall from time to time fall due, and to keep and perform all and singular the contracts relating to said demised premises and property now in force and binding on the lessor, whether arising under leases or otherwise, and as to property leased to the lessor, the lessee shall be subject to the leases under which such property is held.

And the lessee further covenants to pay, during each year of said term, all taxes, rates, charges, and assessments, ordinary and extraordinary, which may be lawfully imposed or assessed in any way upon the lessor or lessee with reference to the premises and property hereby demised, the capital stock of the lessor, its indebtedness, franchises, and revenues, or said rental; said payments to be made to the authority or treasurer entitled by law to receive the same, whether Federal, State, or municipal, so that said lessor shall be saved harmless, during the continuance of this lease, from any tax, assessment, or charge under laws or proceedings made or authorized by the United States or any state or municipality.

Provided, That (1) if the lessee shall at any time fail to pay the interest on the lessor's bonded indebtedness when the same falls due, or (2) if the lessee shall fail for thirty days to make any payment of rent as above stipulated, or (3) if the lessee shall fail to keep or perform any other of its covenants or agreements in this lease contained, and such default shall continue for six months after written notice thereof shall have been given by the lessor to the lessee, then, and in either of said events, this lease shall expire and terminate, at the option of the lessor, and the lessor may thereupon re-enter upon the demised premises, and the same have and possess as of its former estate without prejudice to its right of action for arrears of rent or breach of covenant.

And the lessee covenants that it will at its own cost and expense during the continuance of this lease furnish and provide all such books, forms, and papers, and do and perform all such acts and things as may be required for the proper payment of interest and for the issue, record, and transfer of the stock of the lessor, and for the issue, registration, and transfer of any bonds herein referred to, as a part of the expenses of organization.

And the lessee covenants that it will operate the lessor's said railroads and the leased railroads of the lessor as required by all legal enactments from time to time in force, and furnish all equipment, in addition to that hereby demised, which may be necessary for such operation, and maintain said demised premises and property during said term in good condition and up to its present standard as a railroad; and that it will make all additions, alterations, improvements, and betterments which may be necessary or proper with reference to the premises and property hereby leased; and that all lands, structures, improvements, betterments, and renewals so added to or made upon the real estate hereby demised shall become the property of the lessor, and a part of the demised premises; and that at the expiration of this lease, whether by lapse of time or otherwise, it will deliver to the lessor possession of said demised premises, and leased properties, rights, franchises, and privileges, together with any and all additions and substitutions which may have been made thereto as aforesaid, and will also return or deliver, in lieu of the personal property set out in the inventory hereinafter pro-

vided to be made, the same or other personal property of similar character, value, and uses, and appropriate for the operation of the lessor's railroads.

And the lessee covenants that it will save the lessor harmless from all suits, costs, damages, and expenses by reason of any act or omission of the lessee in the use of said demised premises under this lease; and will, at its own expense, defend all suits pending or brought against the lessor and pay the judgments therein when demanded on final process; and that it will during said term make all returns required by the laws of any State, or of the United States, in relation to the property hereby leased, to any public officer or other legal authority; and that, should any returns be required by law of the lessor, the lessee will furnish, on demand, so far as it has the means, all information necessary therefor.

And the parties hereto mutually agree that an inventory and appraisal of all the personal property hereby demised, including stocks and securities held by the lessor, shall be made as of the first day of July, 1898, by representatives of the lessor and lessee, or in case of disagreement as to any item or items by a third person to be agreed upon by the lessor and lessee.

Nothing herein contained shall prevent the lessor and lessee from modifying, changing, amending, annulling, or canceling this lease by mutual agreement.

In witness whereof, the parties hereto, under the authority and direction of their respective Boards of Directors, have caused this instrument to be signed by their respective Vice-Presidents and their corporate seals to be hereto affixed, this tenth day of May, A. D. 1898.

THE NEW ENGLAND RAILROAD COMPANY,

[Seal.]

By EDWARD D. ROBBINS, *Vice-President*.

THE NEW YORK, NEW HAVEN & HARTFORD RAILROAD
COMPANY,

[Seal.]

By JOHN M. HALL, *Vice-President*.

Witnesses:

JOHN G. PARKER,

EARLE VAN BENSCHOTEN.

STATE OF CONNECTICUT, }
CITY AND COUNTY OF NEW HAVEN, } ss.

On this 10th day of May, 1898, before me personally appeared Edward D. Robbins, to me personally known, who being by me duly sworn did say that he is the Vice-President of The New England Railroad Company; that he knows the corporate seal of said Company; that the seal affixed to the foregoing instrument is such corporate seal; that said instrument was signed, sealed, and executed in behalf of said Company by authority of its Board of Directors: and that he subscribed his own name thereto as Vice-President by the like authority; and the said Robbins acknowledged said instrument to be the free act and deed of said Company, and on the same day before me personally appeared John M. Hall, to

me personally known, who being by me duly sworn did say that he is the Vice-President of The New York, New Haven & Hartford Railroad Company; that he knows the corporate seal of the last-named Company; that the seal affixed to the foregoing instrument is such corporate seal; that said instrument was signed, sealed, and executed in behalf of the last named Company by authority of its Board of Directors; and that he subscribed his own name thereto as Vice-President by the like authority; and the said Hall acknowledged said instrument to be the free act and deed of the last named Company.

[Seal.]

AVERY CLARK, *Notary Public.***Security for Funded Debt.**

Class of Bond or Obligation.	What Road Mortgaged.	Miles.	What Income or Securities Mortgaged.
Consolidated Mortgage Bonds,	All property owned,	359.16	None.

Mileage.

Mileage of line owned by States and Territories (single track):

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Owned.	Steel Rails.
	Main Line.	Branches and Spurs.		
Massachusetts,	50.63	52.32	102.95	.....
Connecticut,	134.17	64.70	198.87	.....
New York,	30.47	.....	30.47	.....
Rhode Island, . . . .	.....	26.87	26.87	.....
Total mileage owned,	215.27	143.89	359.16	359.16

State of Connecticut.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Owned.	Steel Rails.
	Main Line.	Branches and Spurs.		
Total mileage owned, .	134.17	64.70	198.87	198.87

GAUGE OF TRACK—4 feet, 8 $\frac{1}{4}$ inches; 359.16 miles.

Oath.

We, the undersigned, Charles P. Clark, President, and George B. Phippen, Treasurer, of The New England Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts, and that the accounts and figures contained in the foregoing return embrace all the financial operations of said Company during the period for which said return is made.

CHARLES P. CLARK,
President.

GEO. B. PHIPPEN,
Treasurer.

STATE AND
COUNTY OF NEW YORK, } ss.

Subscribed and sworn to before me this 16th day of September, 1899, by
Charles P. Clark, President.

FRANK E. HALL,
Notary Public No. 9, N. Y. County.

STATE OF MASSACHUSETTS, } ss.
COUNTY OF SUFFOLK, }

Subscribed and sworn to by George B. Phippen before me this 14th day of
September, 1899.

JAMES W. PERKINS,
Notary Public.

NEW HAVEN & DERBY RAILROAD CO.

History.

Name of common carrier making this report: New Haven & Derby Railroad Company.

Date of organization: August 24, 1867.

Under laws of what Government, State, or Territory organized: General Railroad Laws State of Connecticut.

If a consolidated company, name the constituent companies. Not a consolidated company.

If a re-organized company, give name of original corporation, and refer to laws under which it was organized. Not a re-organized company.

What carrier operates the road of this company? New York, New Haven & Hartford Railroad Company.

Organization.

Names of Directors.	Post-office Address.	Expiration of Term.
J. PIERPONT MORGAN,	New York,	October 25, 1899.
WM. ROCKEFELLER,	"	" "
CHARLES P. CLARK,	New Haven, Conn.,	" "
JOHN M. HALL,	" "	" "
WILLIAM E. BARNETT,	" "	" "
S. E. MERWIN,	" "	" "
N. D. SPERRY,	" "	" "
FRANKLIN FARREL,	Ansonia, "	" "
THOMAS WALLACE,	" "	" "

Total number of stockholders at date of last election, 79; in Connecticut, 71; stock in Conn., 4,444 shares.

Date of last meeting of stockholders for election of directors: October 26, 1898.

Post-office address of general office: New Haven, Conn.

Name and address of officer to whom correspondence regarding this report should be addressed: C. E. ROBINSON, Treasurer, New Haven, Conn.

Officers.

Title.	Name.	Location of Office.
President,	JOHN M. HALL,	New Haven, Conn.
Vice-President,	CHARLES P. CLARK,	" "
Secretary,	WILLIAM E. BARNETT,	" "
Treasurer,	C. E. ROBINSON,	" "

Property Leased, or Otherwise Assigned for Operation.

Name of Railroad the income of which from lease, or from other assignment for operation, is included in the Income Account (p. 179):

Name.	TERMINALS.		By what Company Operated.	Under what kind of Contract Operated.	Miles of Line.
	From—	To—			
New Haven & Derby Railroad.	New Haven,	Ansonia.	New York, New Haven & Hartford Railroad Co.	Lease.	12.90
	Derby,	Huntington.			3.79
Total Mileage,					16.69

Property Leased, or Otherwise Controlled for Operation.

All the railroad and property of the company leased to the New York, New Haven & Hartford Railroad Company for 99 years from July 1, 1892. Annual rental, 3 per cent. dividends on the capital stock to and including June 30, 1895, and 4 per cent. dividends thereafter during term of lease, interest on funded debt, all taxes and assessments.

Capital Stock.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Common,	7,000	\$100.00	\$700,000.00	\$447,000.00	4 per ct.	\$17,880

Manner of Payment for Capital Stock.	Total number Shares issued and Outstanding.	Total Cash Realized.
Issued for Cash: Common,	4,470	\$447,000.00

Funded Debt.

Class of Bond or Obligation.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash realized on Amount Issued.
	Date of Issue.	When Due.				
1st Mortgage,	1870	1900	\$225,000.00	\$225,000.00	\$225,000.00	\$225,000.00
Consol'd Mtg.,	1888	1918	800,000.00	575,000.00	575,000.00	575,000.00
Mtg. Certificate,	1888	1900	480,000.00	480,000.00	480,000.00	480,000.00
Total, . . . . .	.....	.....	\$1,505,000.00	\$1,280,000.00	\$1,280,000.00	\$1,280,000.00

Funded Debt.—Continued.**INTEREST.**

Rate.	When Payable.	Amount Accrued during Year.	Amount Paid during Year.
7 per cent.	February and August.	\$15,750.00	\$15,750.00
5 per cent.	May and November.	28,750.00	28,750.00
6 per cent.	February and August.	28,800.00	28,800.00
Total, .	.....	\$73,300.00	\$73,300.00

Recapitulation of Funded Debt.

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mtge. Bds. (p. 180),	\$1,280,000.00	\$1,280,000.00	\$73,300.00	\$73,300.00

Current Assets and Liabilities.

None.

Recapitulation.

For mileage owned by road making this report :

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock (p. 177),	\$447,000.00	\$447,000.00	16.69	\$26,783.00
Bonds (p. 178),	1,280,000.00	1,280,000.00	16.69	76,693.00
Total, . . .	\$1,727,000.00	\$1,727,000.00	.....	\$103,476.00

Cost of Road, Equipment, and Permanent Improvements.

Item.	Total Cost to June 30, 1898.	Total Cost to June 30, 1899.	Cost per Mile.
Total Construction,	\$1,559,391.10	\$1,559,391.10	\$93,432.61
Total Equipment,	200,675.62	200,675.62	12,023.70
Grand Total Cost Construction, Equip- ment, etc., }	\$1,760,066.72	\$1,760,066.72	\$105,456.31

Income Account.

Income from Lease of Road,	\$91,180.00	
Total Income,		\$91,180.00
Deductions from Income :		
Interest on Funded Debt accrued (p. 177),	\$73,300.00	
Total Deduction from Income,		73,300.00
Net Income,		\$17,880.00
Dividends, 4 per cent., Common Stock (p. 177),		17,880.00
Surplus on June 30, 1898 [from "General Balance Sheet," 1898 Report],		\$9,712.55
Surplus on June 30, 1899 [for entry on "General Balance Sheet"] (p. 179),		9,712.55

Earnings from Operation.

See report of Lessee Company.

Stocks Owned.

None.

Bonds Owned.

None.

Rentals Received.

None.

Miscellaneous Income.

None.

Operating Expenses.

In Report of Lessee Company.

Rentals Paid.

None.

Comparative General Balance Sheet.

Total, June 30, 1898.	Assets.	Total, June 30, 1899.
\$1,559,391.10	Cost of Road (p. 178),	\$1,559,391.10
200,675.62	Cost of Equipment (p. 178),	200,675.62
\$1,760,066.72	Grand Total,	\$1,760,066.72

Comparative General Balance Sheet.—Continued.

Total, June 30, 1898.	Liabilities.	Total, June 30, 1899.
\$447,000.00	Capital Stock (p. 177),	\$447,000.00
1,280,000.00	Funded Debt (p. 177),	1,280,000.00
23,354.17	Accrued Interest on Funded Debt not yet pay- able,	23,354.17
9,712.55	Profit and Loss (p. 179),	9,712.55
\$1,760,066.72	Grand Total,	\$1,760,066.72

Important Changes during the Year.

None.

Contracts, Agreements, etc.

Contracts, etc., are by Lessee Company.

Security for Funded Debt.

Class of Bond or Obligation.	What Road Mortgaged.	Miles.	Amount of Mortgage per Mile of Line.	What Equipment Mortgaged.	What Income and Securities Mortgaged.
First Mortgage,	All.	16.69	\$13,481.00	All.	None.
Consolidated Mortgage,	"	16.69	34,452.00	"	"
Mortgage Certificates,	"	16.69	28,760.00	"	"

Employees and Salaries.

General officers, 4; no compensation.

Passenger and Freight, and Train Mileage.

Included in report of Lessee Company.

Freight Traffic Movement.

Included in report of Lessee Company.

Description of Equipment.

Included in report of Lessee Company.

Mileage.

Mileage of Line owned by States and Territories (single track):

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Owned.	Steel Rails.
	Main Line.	Branches and Spurs.		
Connecticut,	12.90	3.79	16.69	16.69

Characteristics of Road.

Included in report of Lessee Company.

BRIDGES, TRESTLES, TUNNELS, ETC.

Included in report of Lessee Company.

GAUGE OF TRACK—4 feet, 8½ inches; 16.69 miles.

Telegraph.

Included in report of Lessee Company.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN, } ss.

We, the undersigned, John M. Hall, President, and C. E. Robinson, Treasurer, of The New Haven & Derby Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

JOHN M. HALL,
President.

C. E. ROBINSON,
Treasurer.

Subscribed and sworn to before me this 22d day of August, 1899.

AVERY CLARK,
Notary Public.

NEW HAVEN & NORTHAMPTON COMPANY.

History.

Name of common carrier making this report? The New Haven & Northampton Company.

Date of organization? 1862.

Under laws of what Government, State, or Territory organized? Under the laws of the States of Connecticut and Massachusetts (Massachusetts Special Laws, vol. xi, pp. 286, 653; vol. xii, pp. 25, 736, 822; vol. xiii, p. 484; vol. xiv, pp. 386, 485, 623; vol. xv, pp. 677, 1430. Connecticut Private Acts, vol. v, pp. 460, 724. Connecticut Special Laws, vol. vi, pp. 217, 303, 733; vol. 7, pp. 267, 871, 937; vol. viii, pp. 296, 419, 420. Connecticut Private Acts, 1870, pp. 146, 198. Connecticut Special Acts, 1875, p. 130; 1876, p. 119.)

If a consolidated company, name the constituent companies. The constituent companies were the original New Haven & Northampton Company (Massachusetts Laws, vol. vii, pp. 675, 691. Connecticut Private Acts, vol. i, p. 358; vol. iii, p. 294; vol. iv., pp. 888, 892, 893, 894, 895, 1384, and Connecticut Private Acts, 1847, p. 104.* The Hampden Railroad Company (Massachusetts Special Laws, vol. ix, p. 546), The Northampton & Westfield Railroad Corporation (Massachusetts Special Laws, vol. ix, p. 561), The Hampshire & Hampden Railroad Corporation (Massachusetts Special Laws, vol. x, pp. 552, 742, 922), The Farmington Valley Railroad Company (Private Laws of Connecticut, vol. iv, pp. 893, 896. Connecticut Private Acts, 1867, p. 275).

Date and authority for each consolidation? In 1853 The Hampden Railroad Company with the Northampton & Westfield Railroad Corporation, forming the Hampshire & Hampden Railroad Corporation. In 1862 The Hampshire & Hampden Railroad Corporation with the original New Haven & Northampton Company, and also in 1862 with the Farmington Valley Railroad Company. For authority for each consolidation see Acts cited above.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized. Originally in Connecticut. The President, Directors, and Company of the Farmington Valley Railroad Company (Private Laws of Connecticut, vol. i, pp. 300, 307, 308, 318), and in Massachusetts the Hampshire & Hampden Canal Company (Massachusetts Special Laws, vol. vi, pp. 40, 320, 702, and 829).

What carrier operates the road of this company? The New York, New Haven & Hartford Railroad Company.

Organization.

Names of Directors.	Post-office Address.	Expiration of Term.
CHARLES N. YEAMANS,	Westfield, Mass.,	January 3, 1900.
GEORGE J. BRUSH,	New Haven, Conn.,	" "
CHARLES P. CLARK,	" "	" "
JOHN M. HALL,	" "	" "
A. HEATON ROBERTSON,	" "	" "
WILLIAM E. BARNET,	" "	" "
FAYETTE S. CURTIS,	" "	" "
SAMUEL E. MERWIN,	" "	" "
JOHN C. HAMMOND,	Northampton, Mass.,	" "

Total number of stockholders at date of last election: 13.

Stockholders in Connecticut June 30, 1898.

N. Y., N. H. & H. R. R., 1 = 24,593

Others, 4 5

5 24,598 shares.

Date of last meeting of stockholders for election of directors: Jan. 4, 1899.

Post-office address of general office: New Haven, Conn.

Post-office address of operating office: New Haven, Conn.

Name and address of officer to whom correspondence regarding this report should be addressed: Edward A. Ray, Secretary and Treasurer, R. R. Building, New Haven, Conn.

Officers.

Title.	Name.	Location of office.
President,	CHARLES N. YEAMANS,	New Haven, Conn.
Vice-President,	JOHN M. HALL,	" "
Secretary and Treasurer,	EDWARD A. RAY,	" "

Operated by The New York, New Haven & Hartford Railroad Company.

Property Operated.

Operated by The New York, New Haven & Hartford Railroad Company.

Property Leased, or Otherwise Assigned for Operation.

Name of railroad the income of which from lease, or from other assignment for operation, is included in the Income Account (p. 187):

Name.	TERMINALS.		By What Company Operated.	Under what kind of Contract Operated.	Miles of Line.
	From—	To—			
N. H. & Northampton,	New Haven,	Conway Jc.,	New York, New Haven & Hartford R.R. Co.	Lease 99 yrs.	94.64
Collinsville Branch,	Farmington,	N. Hartford,	do. do.	"	14.09
Williamsburg Branch,	N'rthampton,	Williamsb'g,	do. do.	"	7.51
Turner Falls Branch,	So. Deerfield,	Turner Falls,	do. do.	"	10.07
And the leased Holyoke & Westfield,	Westfield,	Holyoke,	do. do.	"	10.32
Total Mileage,					136.63

Property Leased, or Otherwise Controlled for Operation.

Leased to The New York, New Haven & Hartford Railroad Company for ninety-nine years from the first day of April, 1887, at one per cent. on the capital stock for three years; two per cent. for the second three years; three per cent. for the third three years, and four per cent. thereafter, and interest on bonds issued or guaranteed by the lessors, and all taxes, rates, etc., assessed or imposed.

Capital Stock.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Common,	50,000	\$100.00	\$5,000,000.00	\$2,460,000.00	4 p. ct.	\$98,400.00

Manner of Payment for Capital Stock.	Number of Shares Issued.	Total Number Shares Issued and Outstanding.	Total Cash Realized.
Issued for Cash (approximate) : Common,	18,820	18,820	\$1,882,000.00
Issued for Construction (approximate) : Common,	5,780	5,780	578,000.00
Total,	24,600	24,600	\$2,460,000.00

Funded Debt.

Class of Bond or Obligation.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
	Date of Issue.	When Due.				
Mtge. & Sinking Fund,	1879	1909	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000
Northern Extension,	1881	1911	700,000	700,000	700,000	700,000
Convertible,*	1886	1904	700,000	700,000	700,000	700,000
Total, . . . . .	.....	.....	\$2,600,000	\$2,600,000	\$2,600,000	\$2,600,000

* In consideration of the extension of these bonds from 1896 to 1904 at same rate of interest, the convertible clause was canceled.

Funded Debt.—Continued.**INTEREST.**

Rate.	When Payable.	Amount Accrued during Year.	Amount Paid during Year.
6 per cent.	April and October.	\$72,000.00	\$72,000.00
5 per cent.	April and October.	35,000.00	35,000.00
5 per cent.	January and July.	35,000.00	35,000.00
Interest for 6 mos. paid on 1st Mortgage, 7 p. c.		45,500.00	45,500.00
Total,		\$187,500.00	\$187,500.00

The first mortgage 7 per cent. bonds, \$1,300,000.00, heretofore reported in this statement, matured on January 1, 1899, and were paid by the New York, New Haven & Hartford Railroad Company, the lessees, who still hold them as an indebtedness of this Company.

Recapitulation of Funded Debt.

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mtge. Bonds (p. 184),*	\$1,900,000.00	\$1,900,000.00	\$107,000.00	\$107,000.00
Mis. Obliga. (p. 184),	700,000.00	700,000.00	35,000.00	35,000.00
Interest on 7 per cent. Bonds, retired, . . .	.....	.....	45,500.00	45,500.00
Total,	\$2,600,000.00	\$2,600,000.00	\$187,500.00	\$187,500.00

*\$1,300,000 7 per cent. Bonds, matured January 1, 1899. Paid by lessee and held by them.

Current Assets and Liabilities.

Cash and Current Assets Available for Payment of Current Liabilities.	Current Liabilities Accrued to and Including June 30, 1899.
Cash, \$2,189.04	Cash Assets, \$2,189.04

Recapitulation.

a. For mileage owned by road making this report :

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock (p. 184), .	\$2,460,000.00	\$2,460,000.00	126.31	\$19,476.00
Bonds (p. 184),* . .	3,900,000.00	3,900,000.00	126.31	30,876.00
Total,	\$6,360,000.00	\$6,360,000.00	126.31	\$50,352.00

* Of the \$3,900,000 bonds reported, \$1,300,000 7 per cent. bonds matured on January 1, 1899, and were paid by the N. Y., N. H. & H. R. R. Co., lessees, and are held by them as an indebtedness of this Company.

b. For mileage operated by road making this report (trackage rights excluded), the operations of which are included in the Income Account (p. 187):
Operated by Lessees.

Cost of Road, Equipment, and Permanent Improvements.

Item.	Total Cost to October 1, 1887, When Leased.	Cost per Mile.
Total Construction,	* \$5,731,586.62	\$45,377.14
Equipment:		
Locomotives,	317,419.96	.....
Passenger Cars,	} 130,405.59	.....
Sleeping, Parlor, and Dining Cars, . . . . .		.....
Baggage, Express, and Postal Cars, . . . . .		.....
Combination Cars,	392,351.51	.....
Freight Cars,	10,253.56	.....
1 Steam Excavator,		
Total Equipment,	\$850,430.62	\$6,732.64
Grand Total Cost Construction, Equipment, etc.,	\$6,582,017.24	\$52,109.78

* We have no account from which to give these details.

Income Account.**Income from Lease of Road :**

Interest on Bonds	\$187,500.00	}	\$335,566.46
Dividend on Stock,	98,400.00		
Sinking Fund,	15,000.00		
Rent of H. & W. R. R.,	34,666.46		

Dividends on Stocks owned (p. 187), 1,260.00

Total Income, \$336,826.46

Deductions from Income:

Salaries and Maintenance of Organization, . .	\$725.00
Interest on Funded Debt accrued (p. 185), . .	187,500.00
Rents Paid for Lease of Road (p. 188), . . .	34,666.46
Contribution to Sinking Fund,	15,000.00

Total Deductions from Income, 237,891.46

Net Income, \$98,935.00

Dividend 4 per cent., Common Stock (p. 184), . . \$98,400.00

Total, \$98,400.00

Surplus from Operations of year ending June 30,

1899, 535.00

Surplus on June 30, 1898 [From "General Balance Sheet," 1898 Report],

244,671.28

Surplus on June 30, 1899 [For entry on "General Balance Sheet," p. 109],

245,206.28

Earnings from Operation.

Operated by New York, New Haven & Hartford R. R. Co.

Stocks Owned.*a.* Railway Stocks :

Name.	Total Par Value.	Rate.	Income or Dividend Received.	Valuation.
Holyoke & Westfield R. R., . .	\$20,000.00	6%	\$1,200.00	\$20,000.00
<i>b.</i> Other Stocks :				
Southington Water Co., . . .	1,000.00	.....	60.00	1,000.00
Grand Total — <i>a</i> and <i>b</i> , . . .	\$21,000.00	.....	\$1,260.00	\$21,000.00

Bonds Owned.

None.

Rentals Received.

None.

Miscellaneous Income.

None.

Operating Expenses.

Operated by N. Y., N. H. & H. R. R. Co.

Rentals Paid.*a.* Rents paid for lease of road :

Name of Road.	Interest on Bonds Guaranteed.	Cash. 50% Earnings.	Total.
Holyoke & Westfield R. R.	\$8,000.00	\$26,666.46	\$34,666.46

Comparative General Balance Sheet.

Total, June 30, 1898.	Assets.	Total, June 30, 1899.	Increase Year ending June 30, 1899.
\$5,731,586.62	Cost of Road (p. 186), . . .	\$5,731,586.62	
850,430.62	Cost of Equipment (p. 186), . .	850,430.62	
21,000.00	Stocks Owned (p. 187), . . .	21,000.00	
1,654.04	Cash and Current Assets (p. 185)	2,189.04	\$535.00
285,000.00	Sinking Fund,	300,000.00	15,000.00
\$6,889,671.28	Grand Total,	\$6,905,206.28	\$15,535.00

Total, June 30, 1898.	Liabilities.	Total, June 30, 1899.	Total Increase June 30, 1899.
\$2,460,000.00	Capital Stock (p. 184), . . .	\$2,460,000.00	.....
3,900,000.00	Funded Debt (p. 184), . . .	3,900,000.00	.....
285,000.00	Sinking Fund,	300,000.00	\$15,000.00
244,671.28	Profit and Loss (p. 187), . . .	245,206.28	535.00
\$6,889,671.28	Grand Total,	\$6,905,206.28	\$15,535.00

Important Changes during the Year.

Reported by Lessees.

Contracts, Agreements, etc.

Reported by Lessees.

Security for Funded Debt.—(p. 184).

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of Mortgage per Mile of Line.	What Equipment Mortgaged.	What Income or Securities Mortgag'd.
	From —	To —	Miles.			
First Mortgage Bonds, (\$1,300,000),	New Haven,	Northampton,	76.33 }	\$25,400.85	All.	None.
Cons. Mort. and Sinking Fund (\$1,200,000),	Farmington,	New Hartford.	14.09 }			
Northern Extension, (\$700,000),	2d Mort. on above and on	Williamsburg,	90.42 }	12,295.08		
	Northampton,	Conway Junc.	7.51 }			
	So. Deerfield,	Turners Falls.	18.31 }	24,665.25		
			10.07 }			

Total Mortgage on Road and Equipment (Main Line and Branches), \$3,200,000; 126.31 miles.
Amount of mortgage per mile of line, \$25,330.49.

Employees and Salaries.

Class.	Number.	Total Yearly Compensation.	Average Daily Compensation.
General Officers,	3	\$700.00	\$0.74 $\frac{4}{10}$

Passenger and Freight, and Train Mileage.

Reported by Lessees.

Freight Traffic Movements.

Reported by Lessees.

Description of Equipment.

Reported by Lessees.

Mileage.

Mileage of line owned by States and Territories (single track):

States or Territories.	LINE REPRESENTED BY CAPITAL STOCK.		Mileage Owned.	Steel Rails.
	Main Line.	Branches and Spurs.		
Massachusetts, .	43.38	17.58	60.96	All.
Connecticut, .	51.26	14.09	65.35	All.
Total Mileage } Owned, . }	94.64	31.67	126.31	....

Renewals of Rails and Ties.

Reported by Lessees.

Accidents to Persons.

Reported by Lessees.

Characteristics of Road.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.		
From —	To —	Miles.	Number of Curves.	Aggregate Length of Curved Line. Miles.	Length of Straight Line. Miles.
New Haven, .	Conway Junct.	94.64	159	24.16	70.48
Northampton, .	Williamsburgh.	7.51	25	3.20	4.31
So. Deerfield, .	Turners Falls.	10.07	16	2.14	7.93
Farmington, .	New Hartford.	14.09	44	7.71	6.38
Holyoke & Westfield, .	Westfield R. R.				
Westfield, .	Holyoke.	10.32	15	2.05	8.27
Total,		136.63	259	39.26	97.37

PROFILE.

Length of Level Line. Miles.	ASCENDING GRADES.			DESCENDING GRADES.		
	No.	Sum of Ascents. Feet.	Aggregate length of Ascending Grade. Miles.	No.	Sum of Descents. Feet.	Aggregate length of Descending Grades. Miles.
30.48	57	1,023.	37.74	49	800.	26.42
.37	3	368.	7.14	..	....	.....
4.54	8	81.	2.81	5	116.	2.72
2.30	12	243.	9.33	6	67.	2.46
3.14	5	190.	3.63	2	225.	3.55
40.83	85	1,910.	60.65	62	1,208.	35.15

Characteristics of Road.—Continued.**BRIDGES, TRESTLES, TUNNELS, ETC.,**

Item.	Number.	AGGREGATE LENGTH.	
		Feet.	Inches.
Bridges:			
Stone,	31	457	3
Iron,	77	5,013	7
Wooden,	8	545	..
Total,	116	6,015	10

OVERHEAD HIGHWAY AND RAILWAY CROSSINGS.

Item.	Number.	HEIGHT OF LOWEST ABOVE SURFACE OF RAIL.	
		Feet.	Inches.
Overhead Highway Crossings:—Bridges,	30	14	..
Conduits,	1	14	3
Total,	31	..	..
Overhead Railway Crossings:—Bridges,	4	14	..

GAUGE OF TRACK —4 feet, 8½ inches; 126.31 miles.

Telegraph.

Owned by another company, but located on property of road making this report.

Miles of Line.	Miles of Wire.	Name of Owner.	Name of Operating Company.
126.31	126.31	Western Union Tel. Co.	Western Union Tel. Co.

Car Mileage.

Reported by Lessees.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN, } ss.

WE, the undersigned, Charles N. Yeamans, President, and Edward A. Ray, Treasurer, of the New Haven & Northampton Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

CHAS. N. YEAMANS,
President.

EDWARD A. RAY,
Treasurer.

Subscribed and sworn to before me this 2d day of September, 1899.

AVERY CLARK,
Notary Public.

NEW LONDON NORTHERN RAILROAD COMPANY.

History.

Name of common carrier making this report : New London Northern Railroad Company.

Date of organization : May 31, 1860.

Under laws of what Government, State, or Territory organized ? States of Massachusetts and Connecticut.

What carrier operates the road of this company ? Central Vermont Railway Company.

Organization.

Names of Directors.	Post-office Address.	Expiration of Term.
ROBERT COIT,	New London, Conn.,	February, 1900.
AUGUSTUS BRANDEGEE,	" "	" "
C. H. OSGOOD,	Norwich, "	" "
JAMES A. RUMRILL,	Springfield, Mass.,	" "
THOMAS B. EATON,	Worcester, "	" "
E. C. SMITH,	St. Albans, Vt.,	" "
JOHN C. AVERILL,	Norwich, Conn.,	" "
GUILFORD SMITH,	South Windham, Conn.,	" "

Total number of stockholders at date of last election: 365.

Date of last meeting of stockholders for election of directors: February 1, 1899.

Post-office address of general office: New London, Conn.

Post-office address of operating office: St. Albans, Vt.

Name and address of officer to whom correspondence regarding this report should be addressed: J. A. Southard, Secretary, New London, Conn.

Officers.

Title.	Name.	Location of Office.
President,	ROBERT COIT,	New London, Conn.
Secretary,	J. A. SOUTHARD,	" " "
Treasurer,	ROBERT COIT,	" " "
Attorney,	AUGUSTUS BRANDEGEE,	" " "
Auditor,	M. M. REYNOLDS,	St. Albans, Vt.
General Manager,	E. H. FITZHUGH,	" "
Superintendent,	F. W. BALDWIN,	" "
Asst. Superintendent,	C. E. SOULE,	New London, Conn.
Supt. of Telegraph,	M. MAGIFF,	St. Albans, Vt.
General Freight Agent,	JOHN PULLEN,	" "
Division Freight Agent,	J. A. SOUTHARD,	New London, Conn.
General Passenger Agent,	S. W. CUMMINGS,	St. Albans, Vt.
Division Passenger Agent,	J. A. SOUTHARD,	New London, Conn.

Property Operated.

Name of every Railroad the operations of which are included in the Income Account (p. 197):

Name.	TERMINALS.		Miles of Line for each Road Named.
	From—	To—	
New London Northern,	New London, Conn.,	Miller's Falls, Mass.,	100

Property Leased, or Otherwise Assigned for Operation.

Name of Railroad, the income of which from lease, or from other assignment for operation, is included in the Income Account — (p. 197):

NAME.	TERMINALS.		By what Company Operated.	Under what kind of Contract Operated.	Miles of Line.
	From —	To —			
New London Northern,	New London,	Brattleboro, Vt.	Cent. Vermont.	Lease.	121
Brattleboro & Whitehall,	Brattleboro, Vt.	Brattleboro, Ct. Londonderry, "	" "	"	36
Total Mileage,					157

Property Leased, or Otherwise Controlled for Operation.

Leased by the Central Vermont Railway Company for ninety-nine years from December 1, 1891, at a rental of \$211,000 per annum.

Capital Stock.
(Company's Account.)

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Common,	20,000	\$100.00	\$2,000,000.00	\$1,500,000.00	9 per ct.	\$135,000.00

Capital Stock.—*Continued.*

Manner of Payment for Capital Stock.	Total Cash Realized.
Issued for Cash: Common,	\$340,673.33
Issued for Bonds,	1,102,660.00
Issued for Stock of Amherst, Belchertown & Palmer R.R.,	56,666.67
Total,	\$1,500,000.00

Funded Debt.
(Company's Account.)

Class of Bond or Obligation.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash realized on Amount Issued.
	Date of Issue.	When Due.				
Consolidated, .	1880	1910	\$1,500,000	\$812,000	\$812,000	\$847,066.65
Consolidated, .	1885	1910		300,000	300,000	304,530.00
Consolidated, .	1892	1910		388,000	388,000	393,877.00
Grand Total, .	.....	.....	\$1,500,000	\$1,500,000	\$1,500,000	\$1,545,473.65

INTEREST.

Rate.	When Payable.	Amount Accrued during Year.	Amount Paid during Year.
5 per cent.	January and July.	\$40,600.00	\$40,600.00
4 per cent.	January and July.	12,000.00	12,000.00
4 per cent.	January and July.	15,520.00	15,520.00
Total,	.....	\$68,120.00	\$68,120.00

Recapitulation of Funded Debt.

(Company's Account.)

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mtge. Bds. (p. 195),	\$1,500,000.00	\$1,500,000.00	\$68,120.00	\$68,120.00

Current Assets and Liabilities.

(Company's Account.)

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1899.	
Cash,	\$70,218.49	Loans and Bills Payable, . .	\$30,000.00
Due from solvent companies and individuals,	960.19	Dividends not called for, . .	1,841.25
		Matured interest coupons unpaid,	554.34
		Total — Current Liabilities,	\$32,395.59
		Balance — Cash Assets, . .	38,783.09
Total,	\$71,178.68	Total,	\$71,178.68

Recapitulation.

(Company's Account.)

For mileage owned by road making this report :

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock (page 194),	\$1,500,000.00	\$1,500,000.00	121	\$12,396.69
Bonds (page 195),	1,500,000.00	1,500,000.00	121	12,396.69
Total,	\$3,000,000.00	\$3,000,000.00	....	\$24,793.38

Cost of Road, Equipment, and Permanent Improvements.

(Company's Account.)

Item.	Expenditures during year not included in Operating Expenses, charged to Construction or Equipment.	Total Cost to June 30, 1898.	Total Cost to June 30, 1899.	Cost Per Mile.
Palmertown Siding, . .	\$42,995.22	.....	.....	.....
Total Construction, .	\$42,995.22	\$3,011,075.39	\$3,054,070.61	\$25,240.25
Total Equipment, . .	.....	248,420.44	248,420.44	2,053.06
Grand Total Construction, } Equipment, etc., }	\$42,995.22	\$3,259,495.83	\$3,302,491.05	\$27,293.31

Income Account.

(Lessee's Account.)

Gross Earnings from operation,	\$829,470.23	
Less Operating Expenses,	603,165.46	
Income from Operations,		\$226,304.77
Total Income,		\$226,304.77
Deductions from Income:		
Rents paid for lease of Road,	\$167,833.34	
Taxes,	35,059.13	
Total deductions from Income,		202,892.47
Net Income,		\$23,412.30
Surplus from Operations of year ending June 30, 1899,		\$23,412.30

Income Account.

(Company's Account.)

Income from Lease of Road,	\$211,000.00	
Miscellaneous Income, less expenses,	944.39	
Total Income,		\$211,944.39
Deductions from Income:		
Salaries and Maintenance of Organization,	\$5,279.98	
Interest on Funded Debt accrued (p. 195),	68,120.00	
Interest on Interest-bearing Current Liabilities		
Accrued, not otherwise provided for,	513.30	
Legal expenses,	2,897.20	
Other Deductions,	310.65	
Total Deductions from Income,		77,121.13
Net Income,		\$134,823.26

Income Account.—Continued.

Dividends, 9 per cent., Common Stock (p. 194), . . .	\$135,000.00	
Total,		\$135,000.00
Deficit from Operations from year ending June 30, 1899,		176.74
Surplus on June 30, 1898 [from "General Balance Sheet," 1898 Report],		\$496,450.88
Surplus on June 30, 1899 [for entry on "General Balance Sheet"] (p. 201),		496,274.14

Earnings from Operation.

Item.	Total Receipts.	Deductions, Acc. of Repay- ments, etc.	Actual Earnings.
Passenger—Passenger Revenue, . . .	\$214,331.28		
Less Repayments—Tickets Redeemed,		\$314.55	
Excess Fares refunded,		2,571.79	
Total Deductions,		\$2,886.34	
Total Passenger Revenue,			\$211,444.94
Mail and Express,			27,384.66
Extra Baggage and Storage,			3,234.21
Other Items,			
Total Passenger Earnings,			\$242,063.81
Freight—Freight Revenue,	545,174.72		
Less Repayments : Overcharge to Shippers,		7,610.13	
Total Deductions,		\$7,610.13	
Total Freight Revenue,			537,564.59
Total Freight Earnings,			537,564.59
Total Passenger and Freight Earnings,			\$779,628.40
Other Earnings from Operation : Rents not otherwise provided for,		49,841.83	
Total Other Earnings,			\$49,841.83
Total Gross Earnings from Operation, } Entire Line, }			\$829,470.23

Bonds Owned.
(Company's Account.)

Name.	Total Par Value.	Rate.	Income or Interest Received.	Valuation.
Brattleboro & White Hall,	\$150,000.00	6%	*None.	\$150,000.00

* Bonds not issued.

Miscellaneous Income.
(Company's Account.)

Item.	Gross Income.	Net Miscellaneous Income.
Interest,	\$944.39	\$944.39

Operating Expenses.
(Lessee's Account.)

Item.	Amount.
Maintenance of Way and Structures:	
Repairs of Roadway,	\$50,755.83
Renewals of Rails,	8,481.09
Renewals of Ties,	9,325.53
Repairs and Renewals of Bridges and Culverts,	8,212.73
Repairs and Renewals of Fences, Road Crossings, Signs, and Cattle Guards,	2,948.60
Repairs and Renewals of Buildings and Fixtures,	8,998.00
Repairs and Renewals of Docks and Wharves,	1,730.94
Repairs and Renewals of Telegraph,	356.35
Stationery and Printing,	439.21
Other Expenses,	104.60
Total,	\$91,352.88
Maintenance of Equipment:	
Superintendence,	\$6,471.96
Repairs and Renewals of Locomotives,	13,963.40
Repairs and Renewals of Passenger Cars,	6,107.10
Repairs and Renewals of Freight Cars,	8,785.40
Repairs and Renewals of Work Cars,	19.50
Repairs and Renewals of Shop Machinery and Tools,	1,894.20
Stationery and Printing,	648.55
Other Expenses,	676.17
Total,	\$38,566.28

Operating Expenses.—*Continued.*

Item.	Amount.
Conducting Transportation:	
Superintendence,	\$14,397.88
Engine and Roundhouse Men,	38,559.54
Fuel for Locomotives,	62,540.07
Water Supply for Locomotives,	1,610.18
Other Supplies for Locomotives,	2,321.68
Train Service,	32,322.28
Train Supplies and Expenses,	9,221.54
Switchmen, Flagmen, and Watchmen,	21,507.92
Telegraph Expenses,	7,227.81
Station Service,	164,895.09
Station Supplies,	6,147.27
Car Mileage—Balance,	34,659.02
Hire of Equipment—Balance,	9,944.13
Loss and Damage,	2,719.63
Injuries to Persons,	3,530.71
Clearing Wrecks,	139.58
Advertising,	1,004.15
Outside Agencies,	7,689.67
Commissions,	61.12
Rents of Buildings and other Property,	20,043.67
Stationery and Printing,	5,167.33
Other Expenses,	648.38
Total,	\$446,358.65
General Expenses:	
Salaries of General Officers,	\$9,090.32
Salaries of Clerks and Attendants,	8,597.54
General Office Expenses and Supplies,	88.03
Insurance,	1,324.01
Law Expenses,	6,048.58
Stationery and Printing (General Offices),	1,658.89
Other Expenses,	80.28
Total,	\$26,887.65
Recapitulation of Expenses:	
Maintenance of Way and Structures,	\$91,352.88
Maintenance of Equipment,	38,566.28
Conducting Transportation,	446,358.65
General Expenses,	26,887.65
Grand Total,	\$603,165.46

Percentage of Expenses to Earnings—Entire Line, 73.

Comparative General Balance Sheet.

(Company's Account.)

Total, June 30, 1898.	Assets.	Total, June 30, 1899.	Increase Year Ending June 30, 1899.	Decrease Year ending June 30, 1899.
\$3,011,075.39	Cost of Road (p. 197), .	\$3,054,070.61	\$42,995.22	.....
248,420.44	Cost of Equipment (p. 197),	248,420.44	.....	.....
150,000.00	Bonds Owned (p. 199), .	150,000.00	.....	.....
5,000.00	Steamboat Property, .	5,000.00	.....	.....
83,820.14	{ Cash and Current Assets (p. 196), }	71,178.68	.....	12,641.46
\$3,498,315.97	Grand Total, . .	\$3,528,669.73	\$42,995.22	\$12,641.46

Total, June 30, 1898.	Liabilities.	Total, June 30, 1899.	Increase Year ending June 30, 1899.	Decrease Year ending June 30, 1899.
\$1,500,000.00	Capital Stock (p. 195),	\$1,500,000.00	.....	.....
1,500,000.00	Funded Debt (p. 195),	1,500,000.00	.....	.....
1,865.09	Current Liabilities, .	32,395.59	\$30,530.50	.....
496,450.88	Profit and Loss (p. 198),	496,274.14	.....	\$176.74
\$3,498,315.97	Grand Total, . .	\$3,528,669.73	\$30,530.50	\$176.74

Security for Funded Debt (p. 145).

(Company's Account.)

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of Mortgage per Mile of Line.
	From—	To—	Miles.	
Consolidated, .	New London,	Brattleboro,	121	\$12,396.69

Employes and Salaries.

(Lessees' Account.)

Class.	No.	Total No. of Days Worked.	Total Yearly Compensation.	Av. Daily Compensation.
General Officers,	2	626	\$4,785.53	\$7.64
General Office Clerks,	5	1,565	4,623.71	2.95
Station Men,	66	20,600	39,624.54	1.92
Enginemen,	33	10,366	32,073.71	3.09
Firemen,	27	8,438	15,097.10	1.79
Trainmen,	92	28,770	50,697.70	1.76
Machinists,	14	4,380	9,429.00	2.15
Carpenters,	15	4,697	9,501.20	2.02
Other Shopmen,	17	5,095	8,005.20	1.56
Other Trackmen,	115	35,117	41,407.23	1.18
Switchmen, Flagmen, and Watchmen, .	6	1,878	2,023.17	1.07
Telegraph Operators and Dispatchers, .	6	1,878	4,160.80	2.21
All other Employes and Laborers, . .	145	45,300	58,382.63	1.29
Total (including "General Officers"), .	543	168,710	\$279,811.52	....
Less "General Officers,"	2	626	4,785.53	....
Total (excluding "General Officers"), .	541	168,084	\$275,025.99	....
Distribution of above:				
General Administration,	7	2,191	9,409.24	....
Maintenance of Way and Structures, .	132	40,212	49,412.43	....
Maintenance of Equipment,	29	9,077	18,930.20	....
Conducting Transportation,	375	117,230	202,059.65	....
Total (including "General Officers"), .	543	168,710	\$279,811.52	....

Passenger and Freight, and Train Mileage.

Item.	Tonnage, No. Passengers, No. Trains, Mileage, No. Cars.	REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic:				
No. of passengers carried earning revenue,	613,286	.....	.....	.....
No. of passengers carried one mile,	9,972,908	.....	.....	.....
No. of pass'gers carried 1 mile per mile of road,	99,729	.....	.....	.....
Average distance carried,	16.2 m.	.....	.....	.....
Total passenger revenue,		\$211,444	94	.....
Average am't received from each passenger, . . . . .		.....	34	4
Average receipts per passenger per mile, . . . . .		.....	02	120
Total passenger earnings,		242,063	81	.....
[Passenger earnings per mile of road,		2,420	63	.....
Passenger earnings per train mile, . . . . .		.....	87	8
Freight Traffic:				
No. tons carried of freight earning revenue,	749,403	.....	.....	.....
No. of tons carried one mile,	38,691,308	.....	.....	.....
No. of tons carried 1 mile per mile of road,	386,913	.....	.....	.....
Average distance haul of one ton,	51.6 m.	.....	.....	.....
Total freight revenue,		537,564	59	.....
Average am't received for each ton of freight, . . . . .		.....	71	7
Average receipts per ton per mile, . . . . .		.....	01	38
Total freight earnings,		537,564	59	.....
Freight earnings per mile of road,		5,375	64	.....
Freight earnings per train mile,		1	99	.....
Passenger and Freight:				
Passenger and freight revenue,		749,009	53	.....
Pass. and freight revenue per mile of road,		7,490	10	.....
Passenger and freight earnings,		779,628	40	.....
Pass. and freight earnings per mile of road,		7,796	28	.....
Gross earnings from operations,		829,470	23	.....
Gross earnings from operat'n per mile of road,		8,294	70	.....
Gross earnings from operation per train mile,		1	52	31
Operating expenses,		603,165	46	.....
Operating expenses per mile of road,		6,031	65	.....
Operating expenses per train mile,		1	075	.....
Income from operation,		226,304	77	.....
Income from operation per mile of road,		2,263	04	.....
Train Mileage:				
Miles run by passenger trains,	275,519	.....	.....	.....
Miles run by freight trains,	269,064	.....	.....	.....
Total Mileage Trains Earning Revenue,	544,583	.....	.....	.....
Miles run by switching trains,	186,442	.....	.....	.....
Miles run by construction and other trains,	5,704	.....	.....	.....
Grand Total Train Mileage,	736,729	.....	.....	.....

Freight Traffic Movement.

Commodity.	Total Freight Tonnage. Whole Tons.
Products of Agriculture:	
Grain,	18,127
Flour,	6,682
Other Mill Products,	6,885
Hay,	2,004
Fruit and Vegetables,	26,489
Products of Animals:	
Live stock,	5,656
Other Packing-house Products,	2,391
Poultry, Game, and Fish,	568
Wool,	2,047
Hides and Leather,	467
Products of Mines:	
Anthracite Coal,	68,746
Bituminous Coal,	103,818
Coke,	2,503
Ores,	51
Stone, Sand, and other like articles,	36,009
Products of Forest:	
Lumber,	42,223
Manufactures:	
Petroleum and other Oils,	7,384
Iron, Pig and Bloom,	3,789
Cement, Brick, and Lime,	10,776
Agricultural Implements,	619
Merchandise,	334,902
Miscellaneous: Other commodities not mentioned above,	67,267
Total Tonnage,	749,403

Description of Equipment.

Item.	Total No. at End of Year.	EQUIPMENT FITTED WITH TRAIN BRAKES.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.						
		No.	Name.	No.	Name.					
Locomotives:										
Passenger,	11	11	Westinghouse	..	.....			
Freight,	10	7	"	..	.....			
Switching,	2	1	"	..	.....			
Total Locomotives in Serv.,						23	19
Cars in Passenger Service:										
First class Cars,	14	14	Westinghouse	14	Miller					
Combination Cars,	10	10	"	10	"					
Other cars in passenger service,	3	3	"	3	"					
Total,						27	27	27
Cars in Freight Service:										
Box Cars,	111	..	.....	18	Trojan.			
Flat Cars,	83	1	.....	2	"				
Coal Cars,	133	3	.....	42	"				
Total,						327	4	62
Cars in Company's Service:										
Gravel Cars,	37	..	.....	..	.....	
Derrick Cars,	1	..	.....	..	.....	
Caboose Cars,	15	..	.....	..	.....	
Other Road Cars,	9	..	.....	..	.....	
Total,						62
Total Cars Owned,						416

Mileage.

Mileage of line owned by States and Territories (single track):

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Owned.	RAILS.	
	Main Line.	Branches and Spurs.		Iron.	Steel.
Massachusetts, .	44.00	9.50	53.50	7.50	46.00
Connecticut, . .	56.00	21.50	77.50	11.50	66.00
Total Mileage, .	100.00	31.00	131.00	19.00	112.00

Renewals of Rails and Ties.

NEW RAILS LAID DURING YEAR.

Kind.	Tons.	Weight Per Yard.	Average Price per Ton at Distributing Point.
Steel,	608	75	\$18.00

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average Price at Distributing Point.
Chestnut,	36,648	.38

Consumption of Fuel by Locomotives.

Locomotives.	Bituminous Coal—Tons.	Total Fuel Consumed— Tons.	Miles Run.	Average Pounds Con- sumed per Mile.
Passenger,	8,416	8,416	275,519	....
Freight,	8,187	8,187	269,064	....
Switching,	5,685	5,685	186,442	....
Construction,	454	454	5,704	....
Total,	22,742	22,742	736,729	62

Average cost at distributing point, \$2.75.

Accidents to Persons.**EMPLOYEES.**

Kind of Accident.	TRAINMEN.		SWITCHMEN, FLAGMEN, AND WATCHMEN.		OTHER EMPLOYEES.		TOTAL.	
	Killed.	Injur'd.	Killed.	Inju'd.	Killed.	Injur'd.	Killed.	Injur'd.
Coupling and uncoupling,	..	1	..	..	..	..	..	1
Falling from Trains and engines, . . .	1	..	..	1	..	..	1	1
At stations, . . .	..	..	..	..	1	1	1	1
Total, . . .	1	1	..	1	1	1	2	3

OTHERS.

Kind of Accident.	Trespassing. Injured.	Total Injured.
At Highway Crossings,	1	1
Falling from Trains,	3	3
Total,	4	4

Characteristics of Road.**BRIDGES, TRESTLES, TUNNELS, ETC.**

Item.	Number.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.	
		Feet.	Inches.	Feet.	Inches.	Feet.	Inches.
Bridges:							
Iron,	23	1,680	..	12	7	208	3
Wooden,	25	12,812	..	12	4	192	5
Total,	48	14,492	..	..	..	..	..
Trestles,	14	22,244	..	24	6	469	..

GAUGE OF TRACK—4 feet, 8½ inches; 121 miles.

Telegraph.

Owned by another company, but located on property of road making this report:

Miles of Line.	Miles of Wire.	Name of Owner.	Name of Operating Company.
121	242	Western Union.	Western Union.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW LONDON, } ss.

The undersigned, Robert Coit, President and Treasurer of the New London Northern Railroad Company, on his oath does say that the foregoing return has been prepared, under his direction, from the original books, papers, and records of said Company; that he has carefully examined the same, and declares the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of his knowledge, information, and belief; and he further says that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

ROBERT COIT,

President and Treasurer.

Subscribed and sworn to before me this 25th day of October, 1899.

JUSTUS A. SOUTHARD,

Notary Public.

NEW YORK, NEW HAVEN & HARTFORD RAILROAD COMPANY.

History.

The name of the common carrier making this report is the New York New Haven & Hartford Railroad Company.

The date of the organization of the Company was August 6, 1872.

The Company was organized and exists under the laws of the States of Connecticut, Massachusetts, and Rhode Island (Conn. Pub. Acts, 1871, Chaps. 129, 144, 152; Mass. Acts and Res., 1872, Chap. 171; Conn. Special Acts, 1873, p. 6; Laws of N. Y., 1874, Chap. 362; Special Laws Conn., vol. vii, p. 688; do. vol. viii, p. 411; do. vol. ix, pp. 1026, 1032; do. vol. x, pp. 21, 80, 115, 212, 509, 1118, 1298, 1359, 1349; Conn. Pub. Acts, 1889, Chap. 166; Special Laws Conn., vol. xi, pp. 32, 575; Conn. Special Acts, 1895, pp. 348, 632; Rhode Island Acts and Res., Jan., 1892, p. 389; do. Jan., 1893, pp. 377, 379, 380; do. 1895, p. 165; Mass. Acts and Res., 1888, Chap. 263; do. 1893, Chap. 112; do. 1894, Chap. 226; do. 1895, Chaps. 189, 278, 464; do. 1896, Chaps. 257, 516, 542, 321; do. 1897, Chap. 519; do. 1898, Chap. 399).

The Company is a consolidation of the following constituent companies, to wit:

The New York and New Haven Railroad Company (Private Laws Conn., vol. iv, pp. 907, 912, 1012, 1017, 1020, 1025, 1029, 1031, 1098; Laws of N. Y., 1846, Chap. 195; do. 1848, Chap. 143; Conn. Private Acts, 1866, p. 194; Special Laws of Conn., vol. vi, pp. 88, 137, 226, 319, 716, 677, 834; Conn. Pub. Acts, 1871, Chaps. 129, 144, 152).

The Hartford and New Haven Railroad Company, which had itself been consolidated with the Hartford and Springfield Railroad Corporation in 1847; with the Branch Company in 1850; with the Middletown Railroad Company in 1850; with the Middletown Extension Railroad Company in 1861; with the New Britain and Middletown Railroad Company in 1868; and with the Windsor Locks and Suffield Railroad Company in 1871 (Private Laws Conn., vol. i, pp. 1002, 1005; do. vol. iv, pp. 898, 899, 900, 901, 903, 907, 912, 967, 1012, 1017, 1018; Mass. Special Laws, vol. 9, p. 448; Conn. Private Acts, 1855, p. 202; Private Laws Conn., vol. v, p. 32; Mass. Special Laws, vol. xii, p. 582; Special Laws of Conn., vol. vi, pp. 578, 791; Conn. Pub. Acts, 1871, Chaps. 129, 144; Private Laws Conn., vol. i, p. 1006; Conn. Private Acts, 1838, p. . . . ; Private Laws Conn., vol. iv, pp. 916, 917, 918, 919; Conn. Private Acts, 1841, p. 82; Mass. Special Laws, vol. viii, pp. 116, 208, 321, 420, 809; Private Laws Conn., vol. iv, pp. 874, 934, 938; do. vol. v, p. 36; Conn. Private Acts, 1859, p. 152; Private Laws Conn., vol. iv, pp. 954, 957; Conn. Private Acts, 1858, p. 126; do. 1860, p. 97; do. 1862, p. 96; do. 1864, p. 158; Private Laws Conn., vol. v, p. 570; Special Laws Conn., vol. vi, pp. 323, 594).

The Stamford and New Canaan Railroad Company, successor of the New Canaan Railroad Company (Special Laws of Conn., vol. vi, pp. 22, 10; Conn. Special Acts, 1876, p. 66; Special Laws of Conn., vol. viii, p. 196; Conn. Special Acts, 1880, p. 75; Special Laws of Conn., vol. ix, p. 682; Special Laws of Conn., vol. ix, p. 859; Public Acts of Conn., 1883, Chap. 130; Gen. Statutes of Conn., Sec. 3471; Pub. Acts of Conn., 1889, Chap. 92).

The Hartford and Connecticut Valley Railroad Company, successor of the Connecticut Valley Railroad Company (Special Laws of Conn., vol. vi, pp. 398, 548, 613, 652, 658; Conn. Private Acts, 1870, p. 196; Special Laws of Conn., vol. vii, pp. 63, 378, 555, 634; Conn. Pub. Acts, 1874, Chap. lxiv; Special Laws of Conn., vol. vii, pp. 810, 929; Conn. Special Acts, 1875, p. 178; Special Laws of Conn., vol. viii, pp. 39, 83; Conn. Special Acts, 1877, p. 122; Special Laws of Conn., vol. viii, p. 223; Conn. Special Acts, 1879, p. 5; Special Laws of Conn., vol. viii, p. 348; Mass. Special Laws, vol. xiv, p. 660; Special Laws of Conn., vol. viii, p. 420; Conn. Special Acts, 1880, p. 115; Special Laws of Conn., vol. ix, p. 203; Mass. Special Laws, vol. xv, p. 53; Special Laws of Conn., vol. ix, pp. 614, 679; Pub. Acts Conn., 1882, Chap. 138; Gen. Statutes of Conn., Sec. 3471; Pub. Acts of Conn., 1889, Chap. 92).

The New York, Providence and Boston Railroad Company (Private Acts of Conn., vol. i, pp. 1019, 1023; do. vol. iv, pp. 975, 978, 979, 1032, 1033; do. vol. v, pp. 47, 205, 227, 243; Conn. Private Acts, 1859, p. 151; Private Laws of Conn., vol. v, p. 592; Special Laws of Conn., vol. vi, p. 374; do. vol. vii, p. 938; do. vol. viii, p. 4; do. vol. ix, pp. 28, 503; do. vol. x, pp. 115, 1150; Rhode Island Acts and Res., June, 1832, p. 67; do. June, 1833, p. 10; do. 1836, p. 3; do. Jan., 1840, p. 83; Mass. Special Laws, vol. viii, pp. 179, 221; Rhode Island Acts and Res., Jan., 1841, p. 8; Mass. Special Laws, vol. viii, p. 307; Rhode Island Acts and Res., Oct., 1846, p. 86; do. May, 1847, p. 57; do. Oct., 1847, p. 48; do. Jan., 1848, p. 32; do. June, 1851, p. 44; do. Jan., 1852, p. 5; do. Jan., 1853, p. 262; do. May, 1858, p. 51; do. Jan., 1862, p. 239; do. June, 1864, p. 32; do. Jan., 1865, p. 261; do. May, 1868, p. 27; do. June, 1868, p. 42; do. Jan., 1872, p. 184; do. Jan., 1873, p. 206; do. May, 1874, p. 12; do. Jan., 1875, p. 261; do. May, 1875, p. 42; do. Jan., 1876, p. 191; do. Jan., 1880, p. 142; do. Jan., 1881, pp. 174, 178; do. Jan., 1885, p. 197; do. Jan., 1888, p. 245; do. May, 1888, p. 91; do. Jan., 1891, pp. 240, 244; do. May, 1891, p. 41; do. Jan., 1892, pp. 299, 389).

The Company for Erecting and Supporting a Toll Bridge from New Haven to East Haven (Private Laws of Conn., vol. i, pp. 241, 242, 243; do. vol. iii, p. 283; Special Laws of Conn., vol. vi, p. 182; do. vol. viii, p. 310; do. vol. x, p. 79; Conn. Special Acts, 1895, p. 632).

The Union Wharf Company in New Haven and the Contractors to Re-build and Support Union Wharf and Pier in New Haven (Private Laws of Conn., vol. i, pp. 497, 498, 502, 523, 525; do. vol. iv, p. 1384; Special Laws of Conn., vol. vi, p. 9; Conn. Special Acts, 1895, p. 632).

Shore Line Railway, successor in 1864 to the New Haven, New London and Stonington Railroad Company, which was formed by a merger in 1856 of the New Haven and New London Railroad Company with the New London and Stonington Railroad Company (Private Laws of Conn., vol. iv, pp. 967, 973; U. S. Statutes at Large, vol. 9; Conn. Private Acts, Chap. xlvii, p. 165; Private Laws of Conn., vol. iv, pp. 974, 975, 978, 979; Private Laws of

Conn., vol. v, pp. 47, 205, 227, 243; Conn. Private Acts, 1859, p. 151; Private Laws of Conn., vol. v, pp. 590, 766; Special Laws of Conn., vol. vi, pp. 327, 394; U. S. Statutes at Large, vol. xv, Chap. xxxviii, p. 273; Special Laws of Conn., vol. vi, pp. 906, 919; do. vol. viii, p. 364; do. vol. x, p. 509).

The Housatonic Railroad Company (Private Laws of Conn., vols. i and ii, p. 1025, and the various additions and amendments thereto); and

The Shepaug, Litchfield and Northern Railroad Company, successor of the Shepaug Valley Railroad Company and the Shepaug Railroad Company (Special Laws of Conn., vol. vi, pp. 96, 395, 613, 652, 790, 849; do. vii, pp. 3, 463; do. ix, pp. 228, 717, 800; Conn. Special Acts, 1886, p. 249; do. 1887, p. 478; do. 1889, pp. 847, 1342).

The date and authority for each of the above consolidations is as follows:

The New York and New Haven Railroad Company with the Hartford and New Haven Railroad Company, forming the New York, New Haven and Hartford Railroad Company, August 6, 1872 (Conn. Pub. Acts, 1871, Chap. 129; Mass. Acts and Resolves, 1872, Chap. 171).

The New York, New Haven and Hartford Railroad Company with the Stamford and New Canaan Railroad Company, October 1, 1890 (Special Laws of Conn., vol. x, p. 1298).

The New York, New Haven and Hartford Railroad Company with the Hartford and Connecticut Valley Railroad Company, December 21, 1892 (Special Laws of Conn., vol. x, p. 1298).

The New York, New Haven and Hartford Railroad Company with the New York, Providence and Boston Railroad Company, February 13, 1893 (Special Laws of Conn., vol. x, p. 1298; Rhode Island Acts and Res., Jan., 1892, p. 389; do. Jan., 1893, p. 377).

The New York, New Haven and Hartford Railroad Company with the Company for Erecting and Supporting a Toll Bridge from New Haven to East Haven, October 18, 1895 (Conn. Special Acts, 1895, p. 632).

The New York, New Haven and Hartford Railroad Company with the Union Wharf Company in New Haven and with the Contractors to Rebuild and Support Union Wharf and Pier in New Haven, October 18, 1895 (Conn. Special Acts, 1895, p. 632).

The New York, New Haven and Hartford Railroad Company with the Shore Line Railway, March 18, 1897 (Special Laws of Conn., vol. x, p. 1298).

The New York, New Haven and Hartford Railroad Company with the Housatonic Railroad Company, March 28, 1898 (Special Laws of Conn., vol. x, p. 1298); and

The New York, New Haven and Hartford Railroad Company with the Shepaug, Litchfield and Northern Railroad Company, July 9, 1898 (Special Laws of Conn., vol. x, p. 1298).

Organization.

Names of Directors.	Post-office Address.	Expiration of Term.
WM. D. BISHOP,	Bridgeport, Conn.,	October 18, 1899.
HENRY C. ROBINSON,	Hartford, "	" "
CHARLES P. CLARK,	New Haven, "	" "
JOSEPH PARK,	New York, N. Y.,	" "
CHAUNCEY M. DEPEW,	" "	" "
HENRY S. LEE,	Springfield, Mass.,	" "

Organization. — Continued.

Names of Directors.	Post-office Address.	Expiration of Term.
WILLIAM ROCKEFELLER,	New York, N. Y.,	October 18, 1899.
LEVERETT BRAINARD,	Hartford, Conn.,	" "
J. PIERPONT MORGAN,	New York, N. Y.,	" "
GEO. MACCULLOCH MILLER,	" "	" "
JOHN M. HALL,	New Haven, Conn.,	" "
CHARLES F. CHOATE,	Boston, Mass.,	" "
NATHANIEL THAYER,	" "	" "
ROYAL C. TAFT,	Providence, R. I.,	" "
CHARLES F. BROOKER,	Torrington, Conn.,	" "
CARLOS FRENCH,	Seymour, "	" "
GEORGE J. BRUSH,	New Haven, "	" "
I. DEVER WARNER,	Bridgeport, "	" "
ARTHUR D. OSBORNE,	New Haven, "	" "

Total number of stockholders at date of last election, 8,654; in Connecticut, 2,620 stockholders; amount of stock, \$16,036,500.

Date of last meeting of stockholders for election of directors: October 19, 1898.

Post-office address of general office: New Haven, Conn.

Post-office address of operating office: New Haven, Conn.

Name and address of officer to whom correspondence regarding this report should be addressed: H. M. KOCHERSPERGER, Comptroller, New Haven, Conn.

Officers.

Title.	Name.	Location of Office.
President,	CHARLES P. CLARK,	New Haven, Conn.
Vice-President,	JOHN M. HALL,	" "
Secretary,	WM. D. BISHOP, JR.,	Bridgeport, "
Treasurer,	WM. L. SQUIRE,	New Haven, "
Attorney, or Gen. Counsel,	WM. E. BARNETT,	" "
Comptroller,	H. M. KOCHERSPERGER,	" "
General Manager,	W. E. CHAMBERLAIN,	Boston, Mass.
Chief Engineer,	F. S. CURTIS,	New Haven, Conn.
General Supt. Western District,	C. H. PLATT,	" "
General Supt. Eastern District,	C. PETER CLARK,	Boston, Mass.
General Supt., Marine District,	*S. A. GARDNER,	New York, N. Y.
Passenger Traffic Manager,	GEO. L. CONNOR,	New Haven, Conn.
Gen. Freight Agt., West. Dist.,	N. A. WILCOX,	" "
Gen. Freight Agt., Eastern and Marine District,	J. M. WILLIAMS,	Boston, Mass.
Gen. Pass. Agt., Western Dist.,	C. T. HEMPSTEAD,	New Haven, Conn.
Gen. Pass. Agt., Eastern Dist.,	A. C. KENDALL,	Boston, Mass.
Gen. Pass. Agt., Marine Dist.,	O. H. TAYLOR,	New York, N. Y.
General Ticket Agent,	JAMES N. STATES,	New Haven, Conn.
General Baggage Agent,	GEORGE A. MORTON,	" "

DIVISION SUPERINTENDENTS.

Supt. New York Division,	O. M. SHEPARD,	New York City.
Supt. Hartford Division,	C. S. DAVIDSON,	Hartford, Conn.
Supt. New London Division,	W. A. WATERBURY,	New Haven, "
Supt. Air Line Division,	F. C. PAYNE,	" "
Supt. Northampton Division,	R. G. CURTIS,	" "
Supt. Naugatuck Division,	GEO. W. BEACH,	Waterbury, "
Supt. Berkshire Division,	J. P. HOPSON,	New Haven, "
Supt. Danbury Division,	J. E. MARTIN,	Danbury, "
Supt. Highland Division,	T. H. FENNELL,	Hartford, "
Supt. Providence Division,	C. A. MCALPINE,	Boston, Mass.

* Deceased.

Officers.— *Continued.*

Title.	Name.	Location of Office.
Supt. Stonington Division,	J. V. A. TRUMBULL,	Providence, R. I.
Supt. Worcester Division,	C. C. BURNETT,	" "
Supt. Northern Division,	ISAAC N. MARSHALL,	S. Fram'ham, Mass.
Supt. Plymouth Division,	J. H. FRENCH,	Boston, "
Supt. Taunton Division,	A. L. ACKLEY,	Taunton, "
Supt. Cape Cod Division,	G. T. TAYLOR,	Hyannis, "
Supt. Midland Division,	C. N. WOODWARD,	Boston, "
Supt. Central Division,	J. N. KING,	Providence, R. I.
Supt. Norwich Division,	C. C. ELWELL,	Norwich, Conn.

Property Operated — State of Connecticut.

Name of every railroad the operations of which are included in the Income Account (p. 220):

1. Railroad Line represented by Capital Stock: *a.* Main Line. *b.* Branches and Spurs.
 2. Proprietary Companies whose entire Capital Stock is owned by this Company. 3. Line operated under Lease for specified sum. 4. Line operated under Contract, or where the Rent is contingent upon earnings or other considerations. 5. Line operated under Trackage Rights.

Name.	TERMINALS.		Miles of Line for each Road Named.	Miles of Line for each class of Roads Named.
	From —	To —		
1 <i>a.</i> The N. Y., N. H. & H. R. R.,	New York State Line, near Port Chester,	R. I. State Line, near Westerly.	115.79	170.01
The N. Y., N. H. & H. R. R.,	New Haven,	Mass. State line.	54.22—	
1 <i>b.</i> New Canaan Branch,	Stamford,	New Canaan.	7.66	196.09
Housatonic Branch,	Bridgeport,	Mass. State line.	74.97	
Danbury Branch,	Brookfield Junction,	Danbury.	5.36	
Botsford Branch,	Botsford,	Huntington.	9.79	
Litchfield Branch,	Hawleyville,	Litchfield.	32.28	
Connection at	New Haven with	N. H. & D. R. R.	1.66	
New Britain Branch,	Berlin,	New Britain.	3.18	
Middletown Branch,	Berlin,	Middletown.	9.70	
Valley Branch,	Hartford,	Fenwick.	46.20	
Suffield Branch,	Windsor Locks,	Suffield.	4.32	
Loop Branch at	Stonington,		.97—	
2 & 3. New Haven & North. Co.,	New Haven,	Mass. State line.	51.26	94.85
New Hartford Branch,	Farmington,	New Hartford.	14.09	
Middletown, Merid. & Wat. R. R.,	Westfield,	Waterbury.	26.00	
	"	Cromwell.	*3.50—	
3. New England R. R.,	Mass. State line	New York State line.	134.17	
Providence Branch,	Willimantic,	R. I. State line.	31.96	
Danbury & Norwalk R. R.,	Danbury,	Wilson Point.	26.28	
Ridgefield Branch,	Branchville,	Ridgefield.	3.97	
Hawleyville Branch,	Bethel,	Hawleyville.	5.95	
Naugatuck R. R.,	Naugatuck Junction,	Winsted.	56.55	
Watertown Branch,	Waterbury,	Watertown.	4.44	
New Haven & Derby R. R.,	New Haven,	Ansonia.	12.90	
Huntington Branch,	Derby,	Huntington.	3.79	
Boston & N. Y. Air Line R. R.,	New Haven,	Willimantic.	52.26	
Colchester R. R.,	Turnerville,	Colchester.	3.59	426.80
Southbridge Branch,	East Thompson,	Mass. State line.	5.35	
Melrose Branch,	Melrose,	West St., Rockville.	7.22	
Springfield Branch,	E. Hartford,	Mass. State line.	20.17	
Norwich & Worcester R. R.,	Groton,	Mass. State line.	53.14	
Connect. with N. L. N. R. R. at	Norwich,		.63	
Rockville R. R.,	Vernon,	Rockville.	4.43—	
Total,			887.75

* No regular trains run over this track.

R. R.— 8*

Property Operated.

Name of every railroad the operations of which are included in the Income Account (p. 220).

1. Railroad Line represented by Capital Stock; *a.* Main Line. *b.* Branches and Spurs. 2. Proprietary Companies whose entire Capital Stock is owned by this Company. 3. Line Operated under Lease for specified sum. 4. Line Operated under Contract, or where the Rent is contingent upon earnings or other considerations. 5. Line Operated under Trackage Rights.

Name.	TERMINALS.		Miles of Line for each Road Named.	Miles of Line for each class of Roads Named.
	From—	To—		
1 <i>a.</i> N. Y., N. H. & H. R. R.,	Woodlawn Jct., N. Y.	Providence, R. I.	173.77	
	New Haven, Ct.	Springfield, Mass.	60.17	
1 <i>b.</i> New Canaan Branch,	Stamford, Ct.	New Canaan, Ct.	7.66	
Housatonic Branch,	Bridgeport, Ct.	Mass. State Line.	74.97	
" "	Brookfield Jct., Ct.	Danbury, Ct.	5.36	
" "	Botsford, Ct.	Huntington, Ct.	9.79	
Litchfield Branch,	Hawleyville, Ct.	Litchfield, Ct.	32.28	
Connection at	New Haven with	N. H. & D. R. R.	1.66	
New Britain Branch,	Berlin, Ct.	New Britain, Ct.	3.18	
Middletown "	" "	Middletown, Ct.	9.70	
Valley Branch,	Hartford, Ct.	Fenwick, Ct.	46.20	
Suffield "	Windsor Locks, Ct.	Suffield, Ct.	4.32	
Loop Branch at	Stonington, Ct.	" "	.97	
Buttonwoods Branch,	Auburn, R. I.	Buttonwoods, R. I.	9.90	
Pontiac Branch,	" "	Pontiac, R. I.	4.69	
Henderson St. Branch,	" "	Hend'n St., Prov.	3.58—	448.20
2 & 3. N. H. & North'pton Co.,	New Haven, Ct.	Conway Jct., Mass.	94.64	
New Hartford Branch,	Farmington, Ct.	New Hartford, Ct.	14.09	
Williamsburg "	Northampton, Mass.	Williamsburg, Mass.	7.51	
Turner's Falls "	So. Deerfield, "	Turner's Falls,	10.07	
Harlem River & Pt. C. R. R.,	Harlem River, N. Y.	New Rochelle, N. Y.	11.50	
West Stockbridge R. R.,	W. Stockbridge, Mass.	N. Y. State Line.	2.64	
Woonsocket & Pascoag R. R.,	Woonsocket, R. I.	Harrisville, R. I.	9.45	
Middletown, M. & W. R. R.,	Westfield, Ct.	Waterbury, Ct.	26.00	
" "	" "	Cromwell, Ct.	*3.50—	179.40
3. Danbury & Norwalk R. R.,	Danbury, Ct.	Wilson Pt., Ct.	26.28	
Ridgefield Branch,	Branchville, Ct.	Ridgefield, Ct.	3.97	
Hawleyville "	Bethel, Ct.	Hawleyville, Ct.	5.95	
Berkshire R. R.,	Conn. State Line.	W. Stockb'dge, Mass.	20.53	
Stockbridge & Pittsfield R.R.,	V. Deussenville, Mass.	Pittsfield, Mass.	22.02	
Naugatuck R. R.,	Naugatuck Jct., Ct.	Winsted, Ct.	56.55	
Watertown Branch,	Waterbury, Ct.	Watertown, Ct.	4.44	
New Haven & Derby R. R.,	New Haven, Ct.	Ansonia, Ct.	12.90	
Huntington Branch,	Derby, Ct.	Huntington, Ct.	3.79	
Boston & N. Y. Air Line R. R.,	New Haven, Ct.	Willimantic, Ct.	52.26	
Colchester R. R.,	Turnerville, "	Colchester, Ct.	3.59	
Pawtuxet Valley R. R.	Pontiac, R. I.	Hope, R. I.	5.67	
Providence & Worcester R.R.,	Providence, R. I.	Worcester, Mass.	+40.90	
E. Providence Branch,	Valley Falls, R. I.	E. Providence, R. I.	7.00	
Prov., Warren & Bris. R. R.,	India Point, R. I.	Bristol, R. I.	13.60	
Branch at	" "	" "	.75	
Boston & Providence R. R.,	Boston, Mass.	Providence, R. I.	+41.50	
India Point Branch,	Ea. Junction, Mass.	India Point, R. I.	8.05	
West Roxbury Branch,	Forest Hills, "	Dedham, Mass.	5.37	
Dedham Branch,	Readville, "	" "	2.47	
Connection with	N. E. R. R. at	Readville, Mass.	1.20	
Stoughton Branch,	Canton Jct., Mass.	Stoughton, Mass.	4.05	
Old Colony R. R.—Main Line,	Boston, Mass.	Newport, R. I.	67.60	
" "	Mayflower Pk., Mass.	Somerset Jct.	36.31	
" "	Middleboro, Mass.	Provincetown.	85.66	
" "	Raynham, Mass.	Whittenton Jct.	3.38	
" "	Braintree, Mass.	Kingston, Mass.	32.34	
" "	S. Braintree, Mass.	Plymouth, Mass.	26.04	
" "	Framingham, Mass.	Lowell, Mass.	26.12	
" "	New Bedford, Mass.	Fitchburg, Mass.	91.25	
Dorchester & Milton Branch,	Neponset, Mass.	Mattapan, Mass.	3.30	
Stoughton Branch,	Stoughton Br. Jct.	Stoughton, Mass.	1.65	
Shawmut "	Harrison Sq., Mass.	Shawmut Jct., Mass.	2.39	
Bridgewater "	Whitman, Mass.	B'water I. Works.	6.12	
Brockton "	Elmwood, Mass.	Westdale, Mass.	.75	

*No regular trains run over these tracks. +Includes only one-half of joint track between Providence Station and Boston Switch, a distance of five miles.

Property Operated.—Continued.

Name.	TERMINALS		Miles of Line for each Road Named.	Miles of Line for each class of Roads Named.
	From—	To—		
Granite Branch,	Atlantic, Mass.	Braintree, Mass.	5.41	
Hyannis	Yarmouth, Mass.	Hyannis, Mass.	5.05	
Woods Holl "	Buzzards Bay, Mass.	Woods Holl, Mass.	17.54	
Hanover "	N. Abington, Mass.	Hanover, Mass.	7.80	
Fairhaven "	Tremont, Mass.	Fairhaven, Mass.	15.17	
Easton "	Matfield, Mass.	Easton, Mass.	7.56	
P. & M. R. R. Extension,	at	Middleboro, Mass.	.42	
Middleboro & Taunton Branch,	Middleboro, Mass.	M. & T. Jct., Mass.	8.04	
Attleboro Branch,	Attleboro, Jct., Mass.	Attleboro, Mass.	8.60	
Whittenton "Y" Branch,	" " "	Whittenton, Mass.	.98	
Sterling "	Pratt's Jct., Mass.	Sterling Jct., Mass.	5.03	
Lancaster "	Lancaster Jct., Mass.	Lancaster Mills.	1.63	
Marlboro "	Marlboro Jct., Mass.	Marlboro, Mass.	1.47	
Prison "	S. Framingham, Mass.	Woman's Ref'ty.	.62	
Wrentham "	Walpole, Jct., Mass.	No. Attleboro.	12.85	
Walpole & Dedham "	" "	Norwood Jct., Mass.	5.76	
Fall River Branch,	New Bedford, "	Fall River, Mass.	12.25	
Warren "	Fall River, "	Warren, R. I.	7.95	
P. & W. R. R. Connection,	" "	" "	.22	
Connection with	N. E. R. R. at	Boston, Mass.	.23	
Attleboro Branch R. R.,	Attleboro, Mass.	N. Attleboro, Mass.	4.00	
Nantasket Beach R. R.,	Nantasket Jct., Mass.	Pemberton, Mass.	6.95	
Plymouth & Middleboro R. R.,	Plymouth, Mass.	Middleboro, Mass.	15.03	
New England R. R.,	Boston, Mass.	Hopewell Jct., N. Y.	213.56	
" "	Wicopee, N. Y.	Fishkill Ldg., "	1.71	
So. Boston Frt. Br. at	Boston, Mass.	" "	1.04	
Dedham Branch,	Dedham Jct., Mass.	Dedham, Mass.	1.53	
Islington "	Islington, Mass.	" "	2.00	
Cook Street Branch,	Cook St., Newt'n, Ms.	Woonsocket, R. I.	28.67	
Providence "	Providence, R. I.	Willimantic, Ct.	57.76	
Southbridge "	E. Thompson, Ct.	Southbridge, Mass.	17.36	
Melrose "	Melrose, Ct.	W. St., Rockville, Ct.	7.22	
Springfield "	E. Hartford, Ct.	B. & A. Jct., Spfld.	28.31	
Norwich & Worcester R. R.,	Groton, Ct.	Worcester, Mass.	70.97	
Connection with	N. L. N. R. R. at	Norwich, Ct.	.63	
Providence & Springfield R. R.,	Providence, R. I.	Pascoag, R. I.	20.89	
" "	Pascoag, R. I.	Douglas Jct., Mass.	*6.84	
Rhode Island & Mass. R. R.,	Franklin, Mass.	Valley Falls, R. I.	13.59	
Rockville R. R.,	Vernon, Ct.	Rockville, Ct.	4.43	1,352.82
4. Holyoke & Westfield R. R.,	Holyoke, Mass.	Westfield, Mass.	10.32	
Milford, Frank. & Prov., R. R.,	Franklin, Mass.	Bellingham, Mass.	4.65	
Milford & Woonsocket R. R.,	Bellingham, Mass.	Ashland, Mass.	15.13	
Chatham R. R.,	Harwich, Mass.	Chatham, Mass.	7.07	37.17
5. New York & Harlem R. R.,	Woodlawn, N. Y.	G. C. Depot, N. Y.	12.03	
Boston Terminal Co.,	Fort Pt. Channel.	Boston Station.	.42	
Boston & Albany R. R.,	Junction to Station.	Ashland, Mass.	.22	
" " "	" " "	Worcester, Mass.	.15	
" " "	" " "	Springfield, Mass.	.59	
Boston & Maine R. R.,	" " "	Lowell, Mass.	.57	
Fitchburg R. R.,	Conway Jct., Mass.	Shelburne Falls.	4.67	
Newburg, Dutchess & Ct. R. R.,	Hopewell Jct., N. Y.	Wicopee, N. Y.	10.95	29.60
Total Mileage Operated,			.....	2,047.19

* No regular trains run over these tracks.

Capital Stock.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Common,	1,000,000	\$100.00	\$100,000,000	\$54,641,400	8 per cent.	\$4,158,688

Manner of Payment for Capital Stock.	Number of Shares Issued during Year.	Cash Realized on Amount Issued during Year.	Total Number Shares Issued and Outstanding.	Total Cash Realized.
Issued for Cash, Common, . . . . .	.....	.....	172,507	\$17,250,700
Issued for Stocks of N. Y. & N. H. R. R. Co. and Hartford & N. H. R. R. Co., Common, . . . . .	.....	.....	155,000	15,500,000
Issued for Stocks of Merged Roads, Common, . . . . .	.....	.....	76,114	7,611,400
Issued for Stocks of Leased Roads not Merged, Common,	70,082	\$7,008,200.00	142,793	14,279,300
Total,	70,082	\$7,008,200.00	546,414	\$54,641,400

STOCKS OF LEASED LINES RECEIVED IN EXCHANGE FOR NEW YORK, NEW HAVEN & HARTFORD RAILROAD COMPANY'S STOCK.

Roads not merged with New York, New Haven & Hartford Railroad Company.

Old Colony Railroad (total number of shares, 166,089), 55,180 shares for 49,662 shares of N. Y., N. H. & H. R. R.,	\$4,966,200.00
The New England Railroad (total shares (preferred), 50,000), 48,912 shares preferred stock for 24,456 shares N. Y., N. H. & H. R. R.,	2,445,600.00
The New England Railroad (total shares (common), 200,000), 198,130 shares common stock for 39,626 shares N. Y., N. H. & H. R. R.,	3,962,600.00
New Haven & Northampton Company (total shares 24,600), 24,035 shares for 9,614 shares of N. Y., N. H. & H. R. R.,	961,400.00
Naugatuck Railroad (total number of shares, 20,000), 9,722 shares for 9,722 shares of N. Y., N. H. & H. R. R.,	972,200.00
B. & N. Y. A. L. R. R. (total number of shares (preferred), 29,985), 15,945 shares (preferred stock) for 6,378 shares of N. Y., N. H. & H. R. R.,	637,800.00
Danbury & Norwalk R. R. (total shares, 12,000, par \$50), 8,928 shares for 2,232 shares of N. Y., N. H. & H. R. R.,	223,200.00
New Haven & Derby Railroad (total number of shares, 4,470), 3,536 shares for 1,088 shares of N. Y., N. H. & H. R. R.,	108,800.00
Stockbridge & Pittsfield Railroad (total shares, 4,487), 15 shares for 9 shares of N. Y., N. H. & H. R. R.,	900.00
Berkshire Railroad (total number of shares, 6,000), 10 shares for 6 shares of N. Y., N. H. & H. R. R.,	600.00
Total stock of N. Y., N. H. & H. R. R., issued for stocks of companies not merged, 142,793 shares,	\$14,279,300.00

Roads merged with New York, New Haven & Hartford Railroad Company.

New York, Providence & Boston Railroad (total shares, 50,000), 50,000 shares for 50,000 shares of N. Y., N. H. & H. R. R.,	\$5,000,000.00
Hartford & Connecticut Valley Railroad (total shares, 8,000), 8,000 shares for 8,000 shares of N. Y., N. H. & H. R. R.,	800,000.00
Shore Line Railway, (total number shares, 10,000), 10,000 shares for 7,500 shares of N. Y., N. H. & H. R. R.,	750,000.00
Shepaug, Litchfield & Nor. Railroad (total shares, 12,000, par \$50), 12,000 shares for 6,000 shares N. Y., N. H. & H. R. R.,	600,000.00
Housatonic Railroad (total shares (preferred), 28,912), 28,912 shares (preferred stock) for 3,614 shares of N. Y., N. H. & H. R. R.,	361,400.00
Stamford & New Canaan Railroad (total shares, 1,000), 1,000 shares for 1,000 shares of N. Y., N. H. & H. R. R.,	100,000.00
Total stock of N. Y., N. H. & H. R. R. issued for stocks of companies merged, 76,114 shares,	\$7,611,400.00
Grand total of N. Y., N. H. & H. R. R. stock issued for stocks of leased lines, 218,907 shares,	\$21,890,700.00

Funded Debt.

Class of Bond or Obligation.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash realized on Amount Issued.
	Date of Issue.	When Due.				
First Mortgage,	1883	1903	\$5,000,000	\$2,000,000	\$2,000,000	\$2,047,971.09
1st Mtg. N. Y., P. & B. R. R. Co.,	1869	1899	1,000,000	1,000,000	*	....
1st Mtg. N. Y., P. & B. R. R. Co.,	1881	1901	300,000	300,000	300,000	300,000.00
Gen. Mtg. N. Y., P. & B. R. R. Co.,	1892	1942	4,000,000	1,000,000	1,000,000	1,000,000.00
1st Mtg. Shore Line Ry. Co.,	1880	1910	200,000	200,000	200,000	201,000.00
1st Mtg. Housatonic R. R. Co.,	1885	1910	700,000	400,000	100,000	†
Consol. Mtg. Housatonic R. R. Co.,	1887	1937	3,000,000	2,839,000	2,839,000	†
Mtg. Dan. Br. Housatonic R. R. Co.,	1882	1912	100,000	70,000	†	....
Total, . . . . .	....	....	\$14,300,000	\$7,809,000	\$6,439,000	....

*Paid \$1,000,000 January 1, 1899.

†Paid \$61,000 during the year.

‡Cannot ascertain.

Funded Debt.—Continued.**INTEREST.**

Rate.	When Payable.	Amount Accrued during Year.	Amount Paid during Year.
4 per cent.	June and December, . . .	\$80,000.00	\$80,000.00
7 per cent.	January and July, . . .	35,000.00	35,000.00
4 per cent.	April and October, . . .	12,000.00	12,000.00
4 per cent.	April and October, . . .	40,000.00	40,000.00
4½ per cent.	March and September, . . .	9,000.00	9,000.00
4 per cent.	April and October, . . .	4,000.00	4,000.00
5 per cent.	May and November, . . .	141,950.00	141,950.00
5 per cent.	April and October, . . .	2,280.55	2,280.55
Total, . . .	.....	\$324,230.55	\$324,230.55

Recapitulation of Funded Debt.

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mortgage Bds. (p. 217),	\$7,809,000.00	\$6,439,000.00	\$324,230.55	\$324,230.55

Receiver's Certificates.

None.

Current Assets and Liabilities.

Cash and Current Assets available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1899.	
Cash,	\$545,356.09	Loans Acct., Boston & Providence R. R. Co.,	\$1,704,485.74
Bills Receivable, . . .	327,190.89	Audited Vouchers and Accounts,	4,141,578.12
Due from Agents, . . .	1,318,745.95	Wages and Salaries, . .	379,918.93
Due from Solvent Companies and Individuals, . . .	1,374,979.30	Net Traffic Balances due to other Companies, . .	713,383.44
Advances Acct., Boston & Prov. R. R. Co., . .	2,150,692.90	Dividends not called for, . .	2,068.00
Property at 266 South St., New York City, . .	90,000.00	Matured Int. Coupons unpaid,	1,260.00
Prepaid Insurance Taxes, etc.,	78,385.49	Rents due July 1, . . .	2,551.48
Total—Cash and Current Assets,	\$5,880,350.62	Total—Cur't Liabilities,	\$6,945,245.71
Bal.—Curr't Liabilities,	1,064,895.09		
Total,	\$6,945,245.71	Total,	\$6,945,245.71

Materials and supplies on hand, \$2,716,708.91.

Recapitulation.

a. For mileage owned by road making this report:

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock (p. 216),	\$54,641,400.00	\$54,641,400.00	448.20	\$121,913.00
Bonds (p. 217),	6,439,000.00	6,439,000 00	448.20	14,366.00
Total,	\$61,080,400.00	\$61,080,400.00	448.20	\$136,279.00

b. For mileage operated by road making this report (trackage rights excluded), the operations of which are included in the income account — page 220:

Name of Road.	Capital Stock.	Funded Debt.	Total.	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
N. York, N. Haven & Hartford,	\$54,641,400.00	\$6,439,000.00	\$61,080,400.00	448.20	\$136,279
Old Colony,	16,608,900.00	15,266,200.00	31,875,100.00	507.49	62,610
New York & New England,	11,500,000.00	11,500,000.00	11,500,000.00	359.16	115,547
New England,	25,000,000.00	5,000,000.00	30,000,000.00		
Boston & Providence,	4,000,000.00	2,170,000.00	6,170,000.00	* 65.14	94,719
Boston & New York Air Line,	3,904,695.88	500,000.00	4,404,695.88	52.26	84,284
Providence & Worcester,	3,500,000.00	1,500,000.00	5,000,000.00	* 50.40	99,206
Norwich & Worcester,	2,775,800.00	955,000.00	3,730,800.00	71.60	52,106
New Haven & Northampton,	2,460,000.00	3,900,000.00	6,360,000.00	126.31	40,060
Naugatuck,	2,000,000.00	150,000.00	2,150,000.00	60.99	35,252
Berkshire,	600,000.00	600,000.00	600,000.00	20.53	29,226
Danbury & Norwalk,	600,000.00	650,000.00	1,250,000.00	36.20	34,530
Providence & Springfield,	517,450.00	750,000.00	1,267,450.00	27.73	45,707
Stockbridge & Pittsfield,	448,700.00	448,700.00	448,700.00	22.02	20,377
New Haven & Derby,	447,000.00	1,280,000.00	1,727,000.00	16.69	103,475
Providence, Warren & Bristol,	437,300.00	437,300.00	437,300.00	14.35	30,474
Holyoke & Westfield,	260,000.00	200,000.00	460,000.00	10.32	44,574
Woonsocket & Pascoag,	200,000.00	100,000.00	300,000.00	9.45	31,746
Rhode Island & Mass., R. I. Div. . . .	180,000.00	180,000.00	180,000.00	7.07	25,460
Rhode Island & Mass., Mass. Div. . . .	100,000.00	100,000.00	100,000.00	6.52	15,337
Milford & Woonsocket,	148,600.00	60,000.00	208,600.00	15.13	13,787
Attleboro Branch,	131,700.00	131,700.00	131,700.00	4.00	32,925
Rockville,	108,750.00	108,750.00	108,750.00	4.43	24,549
Milford, Franklin & Providence,	100,000.00	10,000.00	110,000.00	4.65	23,656
Pawtuxet Valley,	100,900.00	160,000.00	260,900.00	5.67	46,014
Middlet'n, Meriden & Waterb'y,	100,000.00	100,000.00	100,000.00	29.50	3,390
Plymouth & Middleborough,	80,000.00	225,000.00	305,000 00	15.03	20,293
Chatham,	68,200.00	25,800.00	94,000.00	7.07	13,296
Harlem River & Port Chester,	42,550.00	3,000,000.00	3,042,550.00	11.50	264,570
West Stockbridge,	39,600.00	39,600.00	39,600.00	2.64	15,000
Colchester,	25,000.00	25,000.00	50,000.00	3.59	13,928
Nantasket Beach,	250,000.00	250,000.00	250,000.00	6.95	35,971
Total,	\$119,626,545.88	\$54,116,000.00	\$173,742,545.88	2,022.59	\$85,901

* Includes total length of five miles of track between Providence Station and Boston Switch.

Cost of Road, Equipment, and Permanent Improvements.

Item.	EXPENDITURES DURING YEAR.		Total Cost to June 30, 1898.	Total Cost to June 30, 1899.	Cost per Mile.
	Included in Operating Expenses.	Not included in Operating Expenses charged to Construction or Equipm't.			
Construction:					
Right of Way and Station Grounds,	\$94,547.12				
Real Estate,		\$138,422.02			
Grading,	447,115.50				
Bridges, Trestles, and Culverts,	56,694.85				
Ties,	6,564.39				
Rails,	9,730.75				
Fencing Right of Way,	317.87				
Interlocking or Signal Apparatus,	12,403.32				
Station Buildings and Fixtures,	186,200.32				
Shops, Roundhouses, and Turntables,	7,750.00				
Water Stations,	442.52				
Fuel Stations,	96.77				
Electric-Light Plants,	22,482.98				
Elec.-Motive-Power Plants,	11,661.31				
Electrifying New Canaan Branch,	13,074.17				
Prov., Warren & Bristol Branch,	50,952.14				
Construction acct., S. L. & N. R. R.,		649,040.05			
Total Construction,	\$920,034.01	\$787,462.07	\$53,022,833.93	\$53,810,296.00	\$120,058.67
Equipment:					
Locomotives,	\$25.00				
Passenger Cars,	179,525.12				
Baggage, Express, and Postal Cars,	25,710.27				
Freight Cars,	336,300.00				
Other Cars of all classes,	21,262.57				
Floating Equipment,	186,595.09				
Total Equipment,	\$749,418.05		\$5,261,793.72	\$5,261,793.72	\$11,739.83
Total Cost Construction, Equipment, etc., }	1,669,452.06	\$787,462.07	\$58,284,627.65	\$59,072,089.72	\$131,798.50

Income Account.

Gross earnings from Operation (p. 222),	\$37,143,917.07
Less Operating Expenses (p. 227),	25,581,256.29
Income from Operation,	\$11,562,660.78
Dividends on Stocks Owned (p. 223),	\$211,059.60
Interest on Bonds owned (p. 225),	67,095.00
Miscellaneous Income, less Expenses (p. 225),	11,193.85
Dividends on Stocks Leased,	334,075.00
Income from other sources,	623,423.45
Total Income,	\$12,186,084.23

Income Account.— *Continued.***Deductions from Income:**

Interest on Funded Debt accrued (p. 218), . . .	\$324,230.55	
Interest on Interest-bearing Current Liabilities accrued, not otherwise provided for, . . .	953.06	
Rents Paid for Lease of Road (p. 228), . . .	4,537,874.80	
Taxes,	2,171,167.14	
Other Deductions:		
Interest on Convertible Debenture Certificates, . .	655,888.00	
Interest on Debentures, Non-convertibles, . . .	120,000.00	
Interest on Rolling Stock Certificates, Housatonic R. R.,	10,000.00	
Total Deductions from Income,		\$7,820,113.55
Net Income,		\$4,365,970.68
Dividends, 8 per cent., Common Stock (p. 216), . .		4,158,688.00
		<hr/>
Surplus from Operations of year ending June 30, 1899,		207,282.68
Surplus on June 30, 1898 [from "General Balance Sheet," 1898 Report],		11,120,360.09
		<hr/>
		\$11,327,642.77

Additions to Profit and Loss Account:

Excess of Cash and Cash Assets over Liabilities of New England R. R. Co. transferred to books of this Company,	\$895,812.28	
Excess of Assets over Liabilities of Shepaug Litchfield & Northern R. R. Co., transferred to books of this Company,	112,472.29	
Profit received from sale of Stocks owned, . . .	1,394.27	
	<hr/>	\$1,009,948.84
Less amounts charged off in adjustment of old accounts,	46,201.11	
	<hr/>	\$963,747.73
		<hr/>
Surplus on June 30, 1899 [for entry on "General Balance Sheet "] (p. 230),		\$12,291,390.50
		<hr/>

DIVIDENDS ON STOCK LEASED.

From Old Colony Steamboat Company,	\$300,000.00
" Providence, Warren & Bristol R. R. Co.,	16,855.00
" Union Freight Railroad Company,	17,220.00
	<hr/>
	\$334,075.00
	<hr/>

Earnings from Operation.

Item.	Total Receipts.	Deductions, Acct. of Repay- ment, etc.	Actual Earnings.
Passenger: Passenger Revenue,	\$15,672,735.93	.....	.....
Less Repayments: Tickets Redeemed, .....	.....	\$110,543.73	.....
Excess Fares Refunded, . . . . .	.....	57,141.88	.....
Total Deductions, . . . . .	.....	\$167,685.61	.....
Total Passenger Revenue, . . . . .	.....	.....	\$15,505,050.32
Mail,	624,241.52	.....	.....
Express,	1,206,637.50	.....	.....
Extra Baggage and Storage,	192,803.75	.....	.....
Other Items: Parlor, Dining, Buffet, and Sleeping Cars,	707,022.09	.....	.....
Steamer Cafe, etc.,	149,075.37	.....	2,879,780.2
Total Passenger Earnings, . . . . .	.....	.....	\$18,384,830.55
Freight: Freight Revenue,	17,884,499.10	.....	.....
Less Repayments:	.....	.....	.....
Overcharge to shippers, . . . . .	.....	120,315.01	.....
Other Repayments, . . . . .	.....	25,175.99	.....
Total Deductions, . . . . .	.....	\$145,491.00	.....
Total Freight Revenue, . . . . .	.....	.....	\$17,739,008.10
Hoisting,	347,229.92	.....	.....
Switching,	86,748.51	.....	.....
Trackage,	65,651.44	.....	.....
Wharfage,	42,245.51	.....	.....
Weighing,	30,313.42	.....	.....
Miscellaneous,	70,651.66	.....	642,840.46
Total Freight Earnings, . . . . .	.....	.....	\$18,381,848.56
Total Passenger & Freight Earnings, .....	.....	.....	\$36,766,679.11
Other Earnings from Operations:	.....	.....	.....
Telegraph Companies,	50,827.04	.....	.....
Rents not otherwise provided for,	326,410.92	.....	.....
Total Other Earnings, . . . . .	.....	.....	\$377,237.96
Total Gross Earnings from Opera- } tion — Entire Line, . . . . . }	.....	.....	\$37,143,917.07

Stocks Owned.

a. Railway Stocks:

Name.	Total Par Value.	Rate.	Income or Dividend Received.	Valuation.
aN. Y., N. H. & H. R. R., . .	2,495,600.00	8%	\$43,470.00	\$3,546,089.54
bOld Colony R. R.,	1,000.00	7%	4,243.75	1,850.00
New England R. R., { Pref. (c),	100,300.00	.....	1.00	.....
{ Com.,	5,200.00	.....	.....	35,180.00
Boston & N. Y. Air Line, { Pref.,	734,100.00	4%	332.00	5,313.25
{ Com.,	438,350.00	.....	.....	36,705.00
Providence & Springfield R. R., . .	200,000.00	4%	17,534.00	437,930.00
Woonsocket & Pascoag R. R., . .	100,000.00	10%	10,000.00	100,000.00
R. I. & Mass. R. R., Mass. Div., . .	150,300.00	5%	7,225.00	191,700.00
R. I. & Mass. R. R., R. I. Div., . .	100,000.00	.....	.....	159,299.50
Middlet'n, Merid'n & Wrb'y R. R., . .	58,500.00	4%	2,130.00	100,000.00
New Haven & Northampton Co., . .	42,550.00	.....	.....	59,651.58
Harlem River & Port Chester R. R., . .	39,600.00	4½%	1,800.00	42,250.00
West Stockbridge R. R.,	19,800.00	4%	776.00	29,888.00
New Haven & Derby R. R.,	9,500.00	6%	570.00	20,231.52
Stockbridge & Pittsfield R. R., . .	7,400.00	10%	740.00	7,600.00
Naugatuck R. R.,	675.00	2½%	35.00	18,332.50
Danbury & Norwalk R. R.,	20,000.00	.....	.....	756.00
Wood River Branch R. R.,	18,700.00	9%	1,683.00	20,000.00
Narragansett Pier R. R.,	2,400.00	5%	139.15	18,700.00
Chic., Rock Island & Pacific R. R., . .	300.00	.....	.....	2,200.00
Lowell & Framingham R. R., . . . .	.....	.....	.....	28.00
Berkshire R. R., . . . . .	.....	.....	760.00	.....
Stockbridge & Pittsfield R. R., . .	.....	.....	790.00	.....
Total,	\$4,542,275.00	.....	\$90,828.90	\$4,833,704.89

b. Other Stocks:

Name.	Total Par Value.	Rate.	Income or Dividend Received.	Valuation.
Prov. & Stonington S. S. Co., . .	\$2,000,000.00	6%	\$120,000.00	\$2,528,189.39
Meriden Electric R. R.,	994,100.00	.....	.....	198,677.50
eStamford Street R. R. (Com.), . .	28,850.00	.....	.....	.....
{ 2,500.00	.....	.....	.....	250.00
eStamford Street R. R. (Pref.), . .	42,500.00	.....	.....	.....
Boston Terminal Co.,	200,000.00	.....	.....	200,000.00
fN. Y., P. & B. & O. C. Ter'l Co., . .	75,000.00	.....	.....	37,500.00
New York Transfer Co.,	4,000.00	5%	200.00	1,600.00
Derby Paper Mills,	895.00	.....	.....	895.00
Rotch Spinning Co.,	400.00	6%	24.00	400.00
gIron Works Aqueduct Company, Brookfield, Conn., . . . . .	.....	.....	6.70	.....
Total,	\$3,348,245.00	.....	\$120,230.70	\$2,967,511.89
hGrand Total a and b,	\$7,890,520.00	.....	\$211,059.60	\$7,801,216.78

Stocks Owned.—*Continued.*

a. September, 1898, dividend on 3,444 shares, 2%; December, 1898, dividend on 14,906 shares, 2%; March, 1899, dividend on 1,757 shares, 2%; June, 1899, dividend on 1,628 shares, 2%.

b. 2,385 shares sold during the year.

c. Stock exchanged for N. Y., N. H. & H. R. R. stock.

d. Includes \$19.15 received from sale of scrip.

e. Included in valuation of bonds.

f. Paid assessment of \$15.00 per share.

g. This company owns one-twelfth interest in the Iron Works Aqueduct Company, which interest, however, is not entered on the books of the Company.

h. In addition to the stocks listed the company owns stocks of various companies, whose roads are leased, for which its own stock has been issued. The dividends from such Leased Lines Stocks are credited to the rental account as shown by schedule on page 223, except the amounts marked "*" on page 223.

**STOCKS OF LEASED LINES (NOT MERGED) RECEIVED IN EXCHANGE FOR STOCK
OF NEW YORK, NEW HAVEN & HARTFORD RAILROAD COMPANY.**

Old Colony Railroad, 55,180 shares,	\$4,966,200.00
New England Railroad, 48,912 shares, preferred,	2,521,591.50
New England Railroad, 198,130 shares, common,	3,962,600.00
Naugatuck Railroad, 9,722 shares,	972,200.00
New Haven & Northampton, 24,035 shares,	961,400.00
Boston & New York Air Line Railroad, 15,945 shares, preferred,	637,800.00
Danbury & Norwalk Railroad, 8,928 shares,	223,200.00
New Haven & Derby Railroad, 3,536 shares,	108,800.00
Stockbridge & Pittsfield Railroad, 15 shares,	900.00
Berkshire Railroad, 10 shares,	600.00
	<hr/>
	\$14,855,291.50

Bonds Owned.*a.* Railway Bonds:

Name.	Total par Value.	Rate.	Income or Interest Received.	Valuation.
<i>a</i> New Haven & Northampton Co.,	\$1,300,000.00	7%	.....	\$1,300,000.00
New Haven & Northampton Co..	350,000.00	5%	\$17,500.00	348,612.50
Providence & Springfield R. R.,	750,000.00	5%	37,500.00	750,000.00
Pawtuxet Valley R. R., . . .	100,000.00	7%	7,000.00	100,000.00
<i>b</i> Danbury & Norwalk R. R., .	.....	.....	30.00	.....
Total,	\$2,500,000.00	.....	\$62,030.00	\$2,498,612.50

b. Other bonds :

Name.	Total Par Value.	Rate.	Income or Interest Received.	Valuation.
Meriden Horse R. R., . . .	\$101,000.00	5%	\$5,050.00	\$90,900.00
Stamford Street R. R., . . .	74,800.00	.....	.....	75,020.83
Atlas Tack Co.,	300.00	5%	15.00	300.00
Total,	\$176,100.00	.....	\$5,065.00	\$166,220.83
Grand Total — <i>a</i> and <i>b</i> , . .	\$2,676,100.00	.....	\$67,095.00	\$2,664,833.33

a Advanced to pay 7 per cent. bonds of New Haven & Northampton Company, due January 1, 1899.

b Sold during the year, one 6 per cent. bond.

Rentals Received.

None.

Miscellaneous Income.

Name.	Gross Income.	Net Miscellaneous Income.
Interest on deposits, etc.,	\$11,193.85	\$11,193.85

Operating Expenses.

Items.	Amount.
Maintenance of Way and Structure:	
Repairs of Roadway,	\$2,899,963.21
Renewals of Rails,	306,523.66
Renewals of Ties,	475,844.25
Repairs and Renewals of Bridges and Culverts,	370,825.20
Repairs and Renewals of Fences, Road Crossings, Signs, and Cattle Guards,	157,000.23
Repairs and Renewals of Buildings and Fixtures,	678,973.38
Repairs and Renewals of Docks and Wharves,	68,622.95
Repairs and Renewals of Telegraph,	7,947.66
Stationery and Printing,	2,890.20
Total,	\$4,968,590.74
Maintenance of Equipment:	
Superintendence,	108,961.65
Repairs and Renewals of Locomotives,	1,160,637.70
Repairs and Renewals of Passenger Cars,	1,081,950.52
Repairs and Renewals of Freight Cars,	1,014,568.08
Repairs and Renewals of Work Cars,	43,779.10
Repairs and Renewals of Marine Equipment,	292,439.03
Repairs and Renewals of Shop Machinery and Tools,	133,233.06
Stationery and Printing,	4,341.32
Other Expenses,	242,454.76
Total,	\$4,082,365.22
Conducting Transportation:	
Superintendence,	\$368,808.57
Engine and Roundhouse Men,	2,104,728.23
Fuel for Locomotives,	2,485,978.25
Water Supply for Locomotives,	173,100.07
Oil, Tallow, and Waste for Locomotives,	98,925.43
Other Supplies for Locomotives,	48,941.25
Train Service,	2,146,091.02
Train Supplies and Expenses,	486,953.01
Switchmen, Flagmen, and Watchmen,	1,556,004.85
Telegraph Expenses,	311,976.18
Station Service,	3,165,595.01
Station Supplies,	267,020.35
Car Mileage — Balance,	642,916.56
Loss and Damage,	61,061.44
Injuries to Persons,	307,034.22
Clearing Wrecks,	21,466.50
Operating Marine Equipment,	453,481.37
Advertising,	52,625.63
Outside Agencies,	5,468.19
Rents for Tracks, Yards, and Terminals (p. 229),	402,457.98
Rents of Buildings and other Property,	20,822.02
Stationery and Printing,	153,305.44
Other Expenses,	296,485.22
Total,	\$15,636,246.79

Operating Expenses.—Continued.

Items.	Amount.
General Expenses:	
Salaries of General Officers,	\$160,842.44
Salaries of Clerks and Attendants,	275,398.59
General Office Expenses and Supplies,	53,484.29
Insurance,	53,660.07
Law Expenses,	219,077.28
Stationery and Printing (General Offices),	13,969.52
Other Expenses,	117,621.35
Total,	\$894,053.54
Recapitulation of Expenses:	
Maintenance of Ways and Structures,	4,968,590.74
Maintenance of Equipment,	4,082,865.22
Conducting Transportation,	15,636,246.79
General Expenses,	894,053.54
Grand Total,	\$25,581,256.29

Percentage of expenses to earnings — entire line, 68.87.

Rentals Paid.

a. Rents paid for lease of road :

Name of Road.	Interest on Bonds Guaranteed.	Dividends on Stock Guaranteed.	Cash.	Total.
Old Colony,	\$632,010.00	\$776,363.00	\$16,440.32	\$1,424,813.32
New England,	970,000.00	5,674.00	762.59	976,436.59
Boston & Providence,	86,800.00	400,000.00	10,231.36	497,031.36
Providence & Worcester,	60,000.00	350,000.00	6,000.00	416,000.00
Norwich & Worcester,	38,200.00	221,536.00	14,943.34	274,679.34
N. Haven & Northampton,	187,500.00	2,245.00	15,000.00	204,745.00
Harlem Riv. & Portchester,	170,000.00	.....	.....	170,000.00
Naugatuck,	6,000.00	102,780.00	.....	108,780.00
Boston & N. Y. Air Line,	25,000.00	56,160.00	.....	81,160.00
New Haven & Derby,	73,300.00	3,736.00	.....	77,036.00
Providence & Springfield,	37,500.00	20,698.00	14.23	58,212.23
Danbury & Norwalk,	33,500.00	7,680.00	.....	41,180.00
Berkshire, . . . . .	.....	36,000.00	250.00	36,250.00
Holyoke & Westfield,	8,000.00	.....	26,666.46	34,666.46
Stockbridge & Pittsfield, . . . . .	.....	26,922.00	250.00	27,172.00
Prov., Warren & Bristol, . . . . .	.....	21,871.00	1,544.72	23,415.72
Pawtuxet Valley,	10,600.00	7,063.00	.....	17,663.00
Plymouth & Middleboro,	11,250.00	.....	100.00	11,350.00
R. I. & Mass., Mass. Div., . . . . .	.....	.....	10,000.00	10,000.00
R. I. & Mass., R. I. Div., . . . . .	.....	.....	10,000.00	10,000.00
Attleboro Branch, . . . . .	.....	9,219.00	.....	9,219.00
Nantasket Beach,	6,250.00	.....	.....	6,250.00
Woonsocket & Pascoag,	5,000.00	.....	.....	5,000.00

Rentals Paid.—Continued.

Name of Road.	Interest on Bonds Guaranteed.	Dividends on Stock Guaranteed.	Cash.	Total.
Milford & Woonsocket,			\$4,200.00	\$4,200.00
Rockville,			3,650.00	3,650.00
Chatham,			2,948.12	2,948.12
West Stockbridge,			1,800.00	1,800.00
Milford, Franklin & Prov.,			1,800.00	1,800.00
Colchester,	\$1,750.00			1,750.00
Mid'n, Meriden & Water'y,			666.66	666.66
Total Rents, a,	\$2,362,660.00	\$2,047,947.00	\$127,267.80	\$4,537,874.80

Rentals.

Name of Road.	Total.	Less Dividends Received on Stocks Exchanged for N. Y., N. H. & H. R. R. Stock.	Net Amount.
Old Colony,	\$1,811,073.32	\$386,260.00	\$1,424,813.32
New England,	1,120,762.59	144,326.00	976,436.59
Boston & Providence,	497,031.36		497,031.36
Providence & Worcester,	416,000.00		416,000.00
Norwich & Worcester,	274,679.34		274,679.34
New Haven & Northampton,	300,885.00	96,140.00	204,745.00
Harlem River & Portchester,	170,000.00		170,000.00
Naugatuck,	206,000.00	97,220.00	108,780.00
Boston & New York Air Line,	144,940.00	63,780.00	81,160.00
New Haven & Derby,	91,180.00	14,144.00	77,036.00
Providence & Springfield,	58,212.23		58,212.23
Danbury & Norwalk,	63,500.00	22,320.00	41,180.00
Berkshire,	36,250.00		36,250.00
Holyoke & Westfield,	34,666.46		34,666.46
Stockbridge & Pittsfield,	27,172.00		27,172.00
Providence, Warren & Bristol,	23,415.72		23,415.72
Pawtuxet Valley,	17,663.00		17,663.00
Plymouth & Middleboro,	11,350.00		11,350.00
Rhode Island & Mass., Mass. Div.,	10,000.00		10,000.00
Rhode Island & Mass., R. I. Div.,	10,000.00		10,000.00
Attleboro Branch,	9,219.00		9,219.00
Nantasket Beach,	6,250.00		6,250.00
Woonsocket & Pascoag,	5,000.00		5,000.00
Milford & Woonsocket,	4,200.00		3,650.00
Rockville,	3,650.00		2,948.12
Chatham,	2,948.12		1,800.00
West Stockbridge,	1,800.00		1,800.00
Milford, Franklin & Providence,	1,800.00		1,800.00
Colchester,	1,750.00		1,750.00
Middletown, Meriden & Water'y,	666.66		666.66
Total,	\$5,362,064.80	\$824,190.00	\$4,537,874.80

Rentals Paid.—*Continued.**b.* Rents paid for lease of tracks, yards, and terminals :

Designation of Property.	Situation of Property Leased.	Name of Company Own- ing Property Leased.	Item.	Total.
Tracks :	Bet. Conway Junc. and Shelburne Falls, Mass.,	Fitchburg R. R.,	\$7,500.00	.....
	Lowell, Mass.,	Boston & Maine,	3,600.00	.....
	Norwich, Ct., to New London, Ct.,	New London Northern,	34,319.79	.....
	Hopewell Junc., N. Y., to Wicopee Jct., N. Y.,	Newburgh, Dutchess & Connecticut R. R.,	40,771.00	\$86,190.79
Terminals:	Grand Central Sta'n, New York City,	N. Y. & Harlem R. R.,	160,179.92	.....
	Piers, East River, New York City,	City of New York <i>et al.</i> ,	89,025.90	.....
	Springfield, Mass.,	Boston & Albany,	25,000.00	.....
	Pittsfield, Mass.,	Boston & Albany,	2,500.00	.....
	Worcester, Mass.,	Boston & Albany,	15,999.99	.....
	Ashland, Mass.,	Boston & Albany,	850.00	.....
	Shelb'ne Falls, Mass.,	Fitchburg R. R.,	2,499.96	.....
	Fitchburg, Mass.,	Fitchburg R. R.,	3,130.08	.....
	Fishkill, N. Y.,	Homer Ramsdell,	300.00	.....
	Boston, Mass.,	Boston Wharf Co.,	7,106.34	.....
	Willimantic, Conn.,	New England R. R.,	25.00	.....
	Newport, R. I.,	Trustees Long Wharf,	1,400.00	.....
	New London, Conn.,	New London Northern,	8,250.00	316,267.19
Grand Total Rents, <i>b</i> ,				\$402,457.98

Comparative General Balance Sheet.

Total, June 30, 1898.	Assets.	Total June 30, 1899.	Increase Year ending June 30, 1899.	Decrease Year ending June 30, 1899.
\$53,022,833.93	Cost of Road (p. 220),	\$53,810,296.00	\$787,462.07	.....
5,261,793.72	Cost of Equipment (p. 220),	5,261,793.72	.....	.....
10,418,797.01	Stocks Owned (p. 223),	7,801,216.78	.....	\$2,617,580.23
616,083.33	Bonds Owned (p. 225),	2,664,833.33	2,048,750.00	.....
7,871,100.00	Stock of Leased Lines (not merged) received in exchange for Stock of The N. Y., N. H. & H. R. R. Co. (p. 224),	14,355,291.50	6,484,191.50	.....
3,625,494.02	Cash and Current Assets (p. 218),	5,890,350.62	2,254,856.60	.....
1,859,531.68	Materials and Supplies,	2,716,708.91	857,177.23	.....
	Current Assets:			
1,433,844.28	N. Y., P. & B. O. C. R. R. Ter. Co.,	1,508,554.35	74,710.07	.....
756,117.00	Terminals Lands at Providence, R. I.,	756,117.00	.....	.....
16,313.53	Expenditures on Pawtuxet Val. R. R.,	16,313.53	.....	.....
5,349,203.91	Harlem River & Port Chester R. R.,	5,369,458.79	20,254.88	.....
251,410.81	Dedham & Hyde Park Improvements,	86,792.89	.....	164,617.92
\$90,482,523.22	Grand Total,	\$100,227,727.42	\$9,745,204.20	\$69,652.97

Total, June 30, 1898.	Liabilities.	Total, June 30, 1899.	Increase Year ending June 30, 1899.	Decrease Year ending June 30, 1899.
\$47,633,200.00	Capital Stock (p. 216),	\$54,641,400.00	\$7,008,200.00	.....
16,397,200.00	Convertible Debenture Certificates,	16,397,200.00	.....	.....
7,500,000.00	Funded Debt (p. 217),	6,439,000.00	.....	\$1,061,000.00
3,000,000.00	Debentures (non-convertible),	3,000,000.00	.....	.....
4,153,618.97	Current Liabilities (p. 218),	6,945,245.71	2,791,626.74	.....
200,000.00	Rolling Stock Certificates (Housatonic Railroad Co.), . . . . .	.....	.....	200,000.00
260,712.52	Accrued Interest on Funded Debt not yet payable,	252,469.56	.....	8,242.96
217,431.64	Accrued Rentals not yet payable,	261,021.65	43,590.01	.....
11,120,360.09	Profit and Loss (p. 221),	12,291,390.50	1,171,030.41	.....
\$90,482,523.22	Grand Total,	\$100,227,727.42	\$9,745,204.20	.....

Important Changes during the Year.

The Shepaug, Litchfield & Northern Railroad, extending from Hawleyville, Conn., to Litchfield, Conn., a distance of 32.28 miles, was merged with the New York, New Haven & Hartford Railroad on July 9, 1898.

There was a decrease of one-hundredth of a mile of road owned, due to changes in the terminal at Providence, R. I. There was an increase of .76 of a mile of the road of the Boston & New York Air Line Railroad Company, due to terminal changes at Willimantic. The road of the Old Colony Railroad Company was increased four hundredths of a mile on account of terminal changes at Boston. There were added to the road of the Boston & Providence Railroad Company 1.45 miles on account of a new connection with the road of the New England Railroad Company at and near Readville, Mass.

The net increase of miles of road operated, as explained above and in note No. 4, was 582.98 miles.

The lease of the New England Railroad, dated May 10, 1898, for 99 years, became effective July 1, 1898. As lessee of the New England Railroad, this company has operated the roads of the following companies during the year:

Norwich & Worcester Railroad Company.

Providence & Springfield Railroad Company.

Rhode Island & Massachusetts, in Massachusetts.

Rhode Island & Massachusetts, in Rhode Island.

Woonsocket & Pascoag Railroad Company.

Milford & Woonsocket Railroad Company.

Milford, Franklin & Providence Railroad Company.

Rockville Railroad Company.

This company has also operated, by trackage rights, that part of the road of the Newburgh, Dutchess & Connecticut Railroad Company, between Hopewell Junction and Wicopee, N. Y., under agreement between the last named company and the New England Railroad Company.

This company has, during the past year, operated 5.95 miles of the Danbury & Norwalk Railroad which was for several years leased to the Shepaug, Litchfield & Northern Railroad.

A lease of the Middletown, Meriden & Waterbury Railroad was made for one year from November 10, 1898.

The Shepaug, Litchfield & Northern Railroad merged, and the construction account added to that of this Company.

There was an increase of capital stock of 70,082 shares, of which 64,082 shares were issued in exchange for New England Railroad stock, and 6,000 in exchange for stock of the Shepaug, Litchfield & Northern Railroad Company.

The funded debt was reduced by the payment of \$1,000,000, New York, Providence & Boston bonds, due January 1, 1899, and further reduction of \$61,000 by the payment of bonds issued by the Housatonic Railroad Company in 1882.

The Rolling Stock Certificates issued by the Housatonic Railroad Company, \$200,000, due July 1, 1899, were paid June 30, 1899.

Contracts, Agreements, etc.

The Adams Express Company operates over the road. The compensation is a percentage of the gross earnings.

The mail service is performed in accordance with acts of the Congress, and for the compensation fixed by the Post-office Department.

Sleeping, parlor, and buffet cars are owned and operated by this company.

Joint lines are operated in connection with the Boston & Albany Railroad for both parlor and sleeping cars, each road furnishing its quota, based on mileage.

Pullman sleepers and parlor cars are operated between Boston and Harlem River, filling joint lines with the Pennsylvania Railroad between Boston, Philadelphia, and Washington.

Pullman cars are operated on the Old Colony System under contract.

Three dining cars are operated between Boston & New London, owned and leased by this Company.

The Company has arrangements with its connections for the interchange of freight and passengers whereby it receives, in some cases, its local rates, and in other cases a proportion of the through rate based on the relative mileage. There is also a contract (to which this Company is a party) between the rail and water transportation lines between New York and Boston, which regulates passenger and freight rates.

Contracts with the Western Union Telegraph Company for the transaction of the telegraph business, under which the Railroad Company furnishes operators at stations, carries telegraph material, etc., and receives a proportion of the gross receipts. Also contract with the Connecticut River Telegraph Company, covering the Valley Branch from Hartford to Saybrook Point. The Railroad Company to furnish operators, carry material, etc., and Telegraph Company to transmit Railroad Company's messages.

Contracts with the New England Telephone & Telegraph Company, Southern Massachusetts Telephone Company, Providence Telephone Co., Southern New England Telephone & Telegraph Company, New York Telephone Company, Hudson River Telephone Company, and the American Telephone & Telegraph Company, for exchange service with the usual terms granted to Railroad Companies.

Security for Funded Debt.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of Mortgage per Mile of Line.
	From—	To—	Miles.	
First Mort. New York, New Haven & Hartford R. R. Co.,	Junction with N. York & Harlem R. R. at or near Williams Bridge, N. Y.	The northerly terminus of road in the city of Springfield, Mass.	122.44	\$16,335.00
First Mort. N. Y., P. & B. R. R. Co.,	Stonington, Conn.	Groton, Conn.	12.50	24,000.00
Gen'l Mort. N. Y., P. & B. R. R. Co.,	Providence, R. I.	New London, Conn., including Thames River Bridge.	62.11	16,100.00
First Mort. Shore Line Railway Co.,	New Haven, Conn.	New London, Conn.	49.40	4,049.00
First Mort. Housatonic R. R. Co.,	Bridgeport, Conn.	Mass. State Line.	90.12	32,612.00
Consol. Mort. Housatonic R. R. Co.,	Bridgeport, Conn.	Mass. State Line.	90.12	32,612.00

Employees and Salaries.

Class.	No.	Total No. of Days Worked.	Total Yearly Com- pensation.	Av. Daily Com- pensation.
General Officers,	29	9,077	\$196,983.30	\$21.70
Other Officers,	117	40,425	264,067.08	6.53
General Office Clerks,	882	277,340	598,684.54	2.16
Station Agents,	822	290,344	568,819.79	1.96
Other Station Men,	7,007	2,159,647	3,944,367.82	1.83
Enginemen,	963	293,328	1,119,218.30	3.82
Firemen,	966	292,813	608,177.95	2.08
Conductors,	732	222,900	726,544.80	3.26
Other Trainmen,	2,208	639,167	1,275,305.35	2.00
Machinists,	554	173,643	412,355.15	2.37
Carpenters,	1,108	334,215	745,197.85	2.23
Other Shopmen,	1,874	597,268	1,152,101.45	1.93
Section Foremen,	610	201,012	439,669.95	2.19
Other Trackmen,	4,732	1,217,336	1,793,434.75	1.47
Switchmen, Flagmen, and Watchmen,	1,502	518,928	776,158.35	1.50
Telegraph Operators and Dispatchers,	483	161,116	294,356.56	1.83
Employes, account Floating Equipment,	312	110,089	189,213.00	1.72
All other Employes and Laborers, . .	1,716	548,420	920,828.15	1.68
Total (including "General Officers"),	26,617	8,087,068	\$16,025,484.14	\$1.98
Less "General Officers,"	29	9,077	196,983.30	21.70
Total (excluding "General Officers"),	26,588	8,077,991	\$15,828,500.84	\$1.96
Distribution of Above:				
General Administration,	568	186,248	541,902.63	2.91
Maintenance of Way and Structures,	6,379	1,722,738	2,929,343.75	1.70
Maintenance of Equipment,	3,786	1,184,772	2,360,805.35	1.99
Conducting Transportation,	15,884	4,993,310	10,193,432.41	2.04
Total (including "General Officers"),	26,617	8,087,068	\$16,025,484.14	\$1.98
Less "General Officers,"	29	9,077	196,983.30	21.70
Total (excluding "General Officers"),	26,588	8,077,991	\$15,828,500.84	\$1.96

Passenger and Freight, and Train Mileage, entire Line.

Item.	Tonage, No. Passengers, No. Trains, Mileage. No. Car.	REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic:				
No. of passengers carried earning revenue, .	49,035,411			
No. of passengers carried one mile, .	861,416,692			
*No. pass'ngs carried 1 mile per mile of road, .	422,916			
Average distance carried,	17.57			
Total passenger revenue (p. 222),		15,505,050	32	
Average amt. received from each passenger,			31	620
Average receipts per passenger per mile,			01	791
Total passenger earnings (p. 222),		18,384,830	55	
*Passenger earnings per mile of road,		9,026	11	
Passenger earnings per train mile,		1	38	595
Freight Traffic:				
No. tons carried of freight earning revenue,	14,375,823			
No. of tons carried one mile,	1,257,413,624			
*No. of tons carried 1 mile per mile of road,	617,332			
Average distance haul of one ton,	87.47			
Total freight revenue (p. 222),		17,739,008	10	
Average amt. received for each ton of freight,			1	23
Average receipts per ton per mile,			01	411
Total freight earnings (p. 222),		18,381,848	56	
*Freight earnings per mile of road,		9,024	64	
Freight earnings per train mile,		2	93	831
Passenger and Freight:				
Passenger and freight revenue (p. 222),		33,244,058	42	
*Passenger and freight rev'ne per mile of road,		16,321	31	
Passenger and freight earnings (p. 222),		36,766,679	11	
*Pass. and freight earnings per mile of road,		18,050	75	
Gross earnings from operation (p. 222),		37,143,917	07	
*Gross earn'gs from operation per mile of road,		18,235	96	
Gross earnings from operation per train mile,		1	90	276
Operating expenses (p. 227),		25,581,256	29	
*Operating expenses per mile of road,		12,559	22	
Operating expenses per train mile,		1	31	044
Income from operation (p. 220),		11,562,660	78	
*Income from operation per mile of road,		5,676	74	
Train Mileage:				
Miles run by passenger trains,	13,222,845			
Miles run by freight trains,	6,129,106			
Miles run by mixed trains,	169,093			
<hr/>				
Total Mileage Trains Earning Revenue,	19,521,044			
Miles run by switching trains,	4,433,726			
Miles run by construction and other trains,	438,376			
<hr/>				
Grand Total Train Mileage,]".	24,393,146			
<hr/>				
Mileage of loaded freight cars—North or East,	74,439,863			
Mileage of loaded freight cars—South or West,	50,050,420			
Mileage of empty freight cars—North or East,	7,404,440			
Mileage of empty freight cars—South or West,	31,037,869			
Average number of freight cars in train,	26.04			
Average number of loaded cars in train,	19.90			
Average number of empty cars in train,	6.14			
Average number of tons of freight in train,	201.00			
Average No. tons of freight in each loaded car,	10.10			

Miles run by switching trains, computed at rate of 5 miles per hour.

* Mileage of road used in computations does not include 10.34 miles over which no regular trains are run.

Freight Traffic Movement.

Commodity.	Freight Originating on this Road.	Freight Re- ceived from Connecting Roads and Other Car- riers.	TOTAL FREIGHT TONNAGE.	
			Whole Tons.	Per Cent.
Products of Agriculture:				
Grain,	174,752	585,679	760,431	5.29
Flour,	54,183	172,374	226,557	1.57
Other Mill Products,	31,322	121,327	152,649	1.06
Hay,	42,443	191,467	233,910	1.63
Tobacco,	7,913	4,122	12,035	.08
Cotton,	55,607	201,797	257,404	1.80
Fruit and Vegetables,	66,114	125,614	191,728	1.33
Products of Animals:				
Live Stock,	32,114	49,126	81,240	.56
Dressed Meat,	28,125	84,942	113,067	.80
Other Packing-House Products,	15,714	8,880	24,594	.17
Poultry, Game, and Fish,	30,378	5,927	36,305	.25
Wool,	31,347	19,235	50,582	.35
Hides and Leather,	31,721	59,627	91,348	.62
Products of Mines:				
Anthracite Coal,	955,341	662,384	1,617,725	11.25
Bituminous Coal,	1,167,413	474,196	1,641,609	11.42
Coke,	2,193	48,938	51,131	.36
Ores,	1,657	5,487	7,144	.05
Stone, Sand, and other like Articles,	486,402	119,406	605,808	4.22
Products of Forest:				
Lumber,	297,557	448,375	745,932	5.20
Manufactures:				
Petroleum and other Oils,	132,058	21,764	153,822	1.07
Sugar,	33,768	9,729	43,497	.30
Iron, Pig and Bloom,	68,221	54,612	122,833	.85
Iron and Steel Rails,	7,665	63,956	71,621	.50
Other Castings and Machinery,	189,545	100,758	290,303	2.02
Bar and Sheet Metal,	242,597	364,725	607,322	4.22
Cement, Brick, and Lime,	359,441	119,777	479,218	3.34
Agricultural Implements,	1,016	471	1,487	.01
Wagons, Carriages, Tools, etc.,	12,045	3,203	15,248	.11
Wines, Liquors, and Beers,	61,571	36,188	97,759	.68
Household Goods and Furniture,	20,067	8,101	28,168	.20
Merchandise,	2,126,146	943,917	3,070,063	21.35
Miscellaneous — Other Commodi- ties not mentioned above,	1,348,507	1,144,776	2,493,283	17.34
Total Tonnage — Entire Line,	8,114,943	6,260,880	14,375,823	100.00

Description of Equipment.

Item.	No. added during Year.	Total No. at end of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			No.	Name.	No.	Name.
Locomotives — Owned and Leased :						
Passenger,	57	434	434	{ 419 West. 10 Eames. 5 N. Y.	{ 85 Miller. 95 National.	
Freight,	98	326	316	West'house.	{ 3 Gould. 35 Tower.	
Switching,	43	157	39	"	{ 2 " 5 Thurmond.	
Total Locomotives in Serv.,	198	917	789	.....	225	.....
Cars — Owned and leased : In Passenger Service —						
First-class Cars,	169	1166	1166	{ 1143 West. 23 Eames.	1143 <i>a</i>	
Combination Cars,	50	279	279	273 W.—6 E.	273 <i>b</i>	
Dining Cars,	1	3	3	West'house.	3 Miller.	
Parlor Cars,	4	78	78	"	78 74 Mil. 4 Nat.	
Sleeping Cars, . . . . .	.....	33	33	"	33 28 Mil. 5 Nat.	
Baggage, Express, and Postal Cars,	39	257	247	256 W.—1 E.	256 <i>c</i>	
Total,	263	1816	1816	.....	1786	.....
In Freight Service —						
Box Cars,	1230	5896	4923	West'house.	5760	See statem't.
Flat Cars,	299	2095	1486	"	2058	"
Stock Cars, . . . . .	.....	20	.....	"	20	9 Jan. 11 Tow.
Coal Cars,	1390	4478	3093	"	4218	See statem't.
Tank Cars, . . . . .	.....	1	.....	.....	1	Tower.
Total,	2919	12490	9502	.....	12057	.....
In Company's Service —						
Officers' and Pay Cars, . .	2	14	14	West'house.	5 <i>d</i>	
Derrick Cars,	6	43	18	"	32 <i>e</i>	
Caboose Cars,	62	286	184	"	273 <i>f</i>	
Other Road Cars,	44	227	124	"	178 <i>g</i>	
Total,	114	570	340	.....	488	.....
Total Cars in Service, . .	3296	14876	11658	.....	14331	.....

a 7 Janney, 1108 Miller, 28 National Hinson. *b* 2 Tower, 252 Miller, 19 National Hinson. *c* 207 Miller, 1 Van Dorn, 48 National Hinson. *d* 3 Janney, 2 National Hinson Combination, 9 Miller not included as automatic. *e* 6 Janney, 2 Trojan, 1 Buckeye, 23 Tower. *f* 140 Janney, 16 Chicago, 1 Gould, 1 Trojan, 1 American, 112 Tower, 1 Standard, 1 car with 1 Janney and 1 Tower. *g* 38 Janney, 1 National, 1 Trojan, 3 American, 135 Tower.

Description of Equipment.—Continued.

THE NEW YORK, NEW HAVEN & HARTFORD RAILROAD COMPANY.

AUTOMATIC COUPLERS, JUNE 30, 1899.

Box Cars.

2552 Janney	373 American	5 Dowling	
347 Trojan	4 Standard	1 Thurmond	
2163 Tower	18 Gould	2 Little Giant	
73 Chicago	34 Buckeye	20 Nat. Hinson Combination	
58 National	17 Norton		
17 Cars 1 Janney	1 Tower	2 Cars 1 Janney	1 National
4 " 1 "	1 Trojan	1 " 1 "	1 Chicago
8 " 1 "	1 American	3 " 1 "	1 Gould
2 " 1 "	1 Buckeye	1 " 1 "	1 Dowling
7 " 1 Trojan	1 Tower	1 " 1 Trojan	1 Chicago
1 " 1 "	1 National	19 " 1 Tower	1 American
4 " 1 Tower	1 Gould	2 " 1 "	1 Buckeye
3 " 1 "	1 Norton	1 " 1 Tower	1 Little Giant
1 " 1 Chicago	1 American	13 " 1 American	1 Gould
2 " 1 American	1 Buckeye	1 " 1 "	1 Standard

Total Number of Cars Equipped, 5760.

Flat Cars.

583 Janney	304 Trojan	1062 Tower	
47 Chicago	40 National	12 American	
		1 Buckeye	
4 Cars 1 Janney	1 Tower	1 Car 1 Janney	1 Chicago
1 " 1 "	1 Gould	1 " 1 Trojan	1 Tower
1 " 1 Tower	1 National	1 " 1 Tower	1 Gould

Total Number of Cars Equipped, 2058.

Coal Cars.

1128 Janney	170 Trojan	2597 Tower	
26 American	100 Standard	2 Gould	
147 Chicago	34 National	3 Norton	
2 Peerless	1 Acme		
4 Cars 1 Janney	1 Tower	1 Car 1 Janney	1 Norton
1 " 1 Tower	1 Chicago	2 " 1 Tower	1 American

Total Number of Cars Equipped, 4218.

Mileage.

a. Mileage of road operated (all tracks):

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line of Proprietary Companies.	Line Operated under Lease.	Line Operated under Contract, etc.	Line Operated under Trackage Rights.	Total Mileage Operated.	RAILS. (Excluding Trackage Rights.)	
	Main Line.	Branches and Spurs.						Iron.	Steel.
Miles of single track, . .	233.94	214.26	179.40	1,352.82	37.17	29.60	2,047.19	.....	2,017.59
Miles of second track, . .	233.94	4.84	11.50	399.48	.....	12.60	662.36	.....	649.76
Miles of third track, . .	55.32	.....	1.25	19.08	.....	12.45	88.10	.....	75.65
Miles of fourth track, . .	55.32	.....	1.25	17.15	.....	12.45	86.17	.....	73.72
Miles of yard track and sidings,	213.87	53.99	117.12	698.73	18.83	.....	1,102.54	232.29	870.25
Total mileage operated, . .	792.39	273.09	310.52	2,487.26	56.00	67.10	3,986.36	232.29	3,686.97

b. Mileage of line operated by States and Territories (single track):

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Line of Proprietary Companies.	Line Operated under Lease.	Line Operated under Contract, etc.	Line Operated under Trackage Rights.	Total Mileage Operated.	Steel Rails (excluding trackage rights).
	Main Line.	Branches and Spurs.						
Massachusetts,	5.95	.....	63.60	767.52	37.17	6.62	880.86	874.24
Connecticut,	170.01	196.09	94.85	426.80	.....	.....	887.75	887.75
Rhode Island,	43.94	18.17	9.45	128.03	.....	.....	199.59	199.59
New York,	14.04	.....	11.50	30.47	.....	22.98	78.99	56.01
Total mileage operated, . .	233.94	214.26	179.40	1,352.82	37.17	29.60	2,047.19	2,017.59

c. Mileage of line owned by States and Territories (single track):

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Owned.	Steel Rails.
	Main Line.	Branches and Spurs.		
Massachusetts,	5.95	.....	5.95	5.95
Connecticut,	170.01	196.09	366.10	366.10
Rhode Island,	43.94	18.17	62.11	62.11
New York,	14.04	.....	14.04	14.04
Total mileage owned, . .	233.94	214.26	448.20	448.20

Mileage—State of Connecticut.*a.* Mileage of road operated (all tracks):

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line of Proprietary Companies.	Line Operated under Lease.	Total Mileage Operated.	RAILS.	
	Main Line.	Branches and Spurs.				Iron.	Steel.
Miles of single track, .	170.01	196.09	94.85	426.80	887.75	....	887.75
Miles of second track, .	170.01	3.18	.....	75.36	248.55	....	248.55
Miles of third track, . .	42.44	.....	.....	.....	42.44	....	42.44
Miles of fourth track, . .	42.44	.....	.....	.....	42.44	....	42.44
Miles of yard track and sidings,	173.87	51.17	31.63	174.92	431.59	55.92	375.67
Total mileage operated, .	593.77	250.44	126.48	677.08	1,652.77	55.92	1,596.85

b. Mileage of line owned in Connecticut (all tracks) :

State of Connecticut.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Owned in Connecticut.	RAILS.	
	Main Line.	Branches and Spurs.		Iron.	Steel.
Miles of single track,	170.01	196.09	366.10	....	366.10
Miles of second track,	170.01	3.18	173.19	....	173.19
Miles of third track,	42.44	.....	42.44	....	42.44
Miles of fourth track,	42.44	.....	42.44	....	42.44
Miles of yard track and sidings, .	173.87	51.17	225.04	32.61	192.43
Total mileage (all tracks in Connecticut owned),	593.77	250.44	849.21	32.61	816.60

c. Mileage of line owned in Connecticut (single track) :

State of Connecticut.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Owned in Connecticut.	Steel Rails.
	Main Line.	Branches and Spurs.		
Total mileage owned in Connecticut,	170.01	196.09	366.10	366.10

Renewals of Rails and Ties.**NEW RAILS LAID DURING YEAR.**

Kind.	Tons.	Weight, Per Yard.	Average price per ton at distributing point.
Steel,	32,646.86	100 lbs.	
"	10.06	80 "	
"	136.11	79 "	
"	114.37	78 "	
" . . . . .	.67	75 "	
"	153.43	74 "	
"	29.57	70 "	
"	6.23	67 "	
"	12.73	31 "	
Total,	33,110.03	.....	\$18.55

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average price at distributing point.
First Quality,	1,063,726	38.30 cts.
Second Quality,	183,998	20.04 "
Total,	1,247,724	35.61 cts.

Consumption of Fuel by Locomotives.

Locomotives.	COAL—TONS.		Soft Wood, Cords.	Total Fuel Consumed— Tons.	Miles Run.	Average Pounds Consumed Per Mile.
	Anthra- cite.	Bitu- minous.				
Passenger,	29,798	413,272	526	443,333	13,202,242	67.16
Freight,	1,058	380,440	157	381,577	6,736,561	113.28
Switching,	8,901	148,826	96	157,775	4,433,726	71.17
Construction, . . . . .	.....	24,903	13	24,909	832,573	59.83
Pay, . . . . .	.....	203	.....	203	9,613	42.23
Total,	39,757	967,644	792	1,007,797	25,214,715	79.93
Average cost at dis. point,	\$3.43	\$2.27	\$1.74	\$2.31		

Accidents to Persons—State of Connecticut Only.

EMPLOYEES.

Kind of Accident.	TRAINMEN.		SWITCHMEN, FLAGMEN, AND WATCHMEN.		OTHER EMPLOYEES.		TOTAL.	
	Killed.	Injur'd.	Killed.	Injur'd.	Killed.	Injur'd.	Killed.	Injur'd.
Coupling and Uncoupling, Falling from Trains and Engines,	2	28	1	4	..	2	3	34
Overhead Obstructions, . .	3	22	..	3	..	..	3	25
Collisions, . . . . .	..	6	..	..	..	..	..	6
Derailments,	2	14	1	4	..	..	3	18
Other Train Accidents, . .	..	3	..	1	1	1	1	5
At Stations, . . . . .	..	3	..	..	..	1	..	4
Other Causes,	1	2	1	..	..	5	2	7
Walking Track,	3	23	1	3	5	25	9	51
	2	..	..	..	2	..	4	..
Total,	13	101	4	15	8	34	25	150

Kind of Accident.	PASSENGERS.		OTHERS.					
			TRESSPASSING.		NOT TRESSPASSING.		TOTAL.	
	Killed.	Injur'd.	Killed.	Injur'd.	Killed.	Injur'd.	Killed.	Injur'd.
Collisions,	4	..	..	..	..	..	..
Derailments,	1	..	..	..	..	..	..
Other Train Accidents,	2	..	..	..	..	..	..
At Highway Crossings,	3	1	6	6	9	7
At Stations,	1	2	..	1	1	3
Other Causes,	1	25	24	1	3	26	27
Walking Track,	40	13	..	..	40	13
Total,	8	69	40	7	10	76	50

BRIEF DESCRIPTION OF CASUALTIES, RESULTING FROM "OTHER TRAIN
ACCIDENTS" AND "OTHER CAUSES."

"OTHER TRAIN ACCIDENTS."

Trainmen — Injured, 3.

Aug. 27, 1898. George Brewer, fireman, and Terrence Brennan, baggageman, each slightly injured, account of train running into open switch.

Feb. 9, 1899. Norwalk — Frank Lacey, brakeman, had nose broken and face cut by train breaking in two and coming together again.

Other Employes — Injured, 1.

May 9, 1899. Still River — George Seeley, sectionman, was struck by a piece of iron from engine, which broke eccentric, slightly injuring his left leg.

Passengers — Injured, 2.

Aug. 27, 1898. Ansonia — Mrs. Thomas Wood and Mrs. George Doolittle were shaken and bruised by train running into open switch.

*"OTHER CAUSES."**Trainmen — Killed, 4.*

Aug. 15, 1898 — Michael Morris, brakeman, was thrown from a caboose car platform (by application brakes) under wheels.

Dec. 22, 1898. Baltic — Geo. L. Whiting, freight brakeman, attempting to get on train, fell and was run over and killed.

Feb. 22, 1899. Yalesville — Geo. J. Cunningham, brakeman, while going up side ladder of car, was struck by train and killed.

Trainmen — Injured, 23.

Aug. 11, 1898. Guilford — William E. Sault, freight brakeman, was struck by whistling post in switching, while giving signals to engineer, and was injured about the head.

Sept. 28, 1898. Meriden — Joseph Bouchie, brakeman, stepped in front of moving freight train in yard and was knocked down and injured about head and hips.

Sept. 29, 1898. Meriden — John Hennessey, brakeman in yard, was caught between car and gate-tower, while going down side ladder, and had right arm bruised and sprained.

Oct. 13, 1898. Hartford Shops — Jeremiah Lennihan, brakeman, had his leg broken, account of cars colliding while switching train.

Nov. 19, 1898. Bethel — John Vaughn, brakeman, had his leg bruised by being caught between brake wheel and body of car while siding cars.

Dec. 10, 1898. Canterbury — A. W. Clark, engineman, was struck by train and seriously injured.

Feb. 9, 1899. Putnam — John S. Magee, freight brakeman, attempting to cross track ahead of train, was struck, breaking one of his ribs and puncturing one lung.

Feb. 14, 1899. Suffield — John P. Smith, baggagemaster, head injured and leg broken; also Henry Wolfe, brakeman, scalp wounded, account of engine running through engine house.

March 16, 1899 — J. H. Hull, conductor, had his leg mangled. Slipped on ground when alighting from engine, and car next to engine ran over his leg.

March 19, 1899. New Britain — Martin Conway, conductor, was knocked off side ladder of car by open swinging door on refrigerator car. Head cut and back and hips injured.

March 19, 1899. Groton — W. C. Britton, freight brakeman, while going over his train, caught his foot under running board and turned his right ankle.

March 25, 1899. Torrington — Charles Lazelle, brakeman, had hand crushed between shifting lumber and end board of car.

April 7, 1899. New Haven — Matthew Bird, freight brakeman, stepped in front of and was struck by light engine in freight yard. Back strained and face cut.

April 13, 1899. Cedar Hill Yard — H. P. Shepard, brakeman, knocked off car and received scalp wound, account of Shore Line extra backing into switch train.

April 17, 1899. Granby — J. E. Whitford, freight brakeman, wrist injured while unloading carriage.

April 17, 1899. Meriden — Joseph Bouchie, brakeman in yard, had wrist sprained on account of dog slipping from ratchet wheel on brake staff.

April 19, 1899. South Wethersfield — William D. O'Brien, brakeman, had foot sprained, being caught between crossing plank and rail.

April 28, 1899. New Haven — Samuel Greer, fireman, had toe of right foot broken by lump of coal falling from tender.

May 4, 1899. Guilford — Frank Lavine, freight brakeman, was slightly injured about chest. While switching a train, stake broke, throwing him to the ground.

May 16, 1899. Watertown — E. Slason, brakeman, trying to stop a car with a piece of wood, had finger crushed.

May 18, 1899. Naugatuck Junction — Peter Coleman, fireman, stepped from tower on track in front of east-bound passenger train, was struck by engine and had right side injured and shoulder and leg broken.

June 9, 1899. East Norwalk — George M. Stone, brakeman, struck in stomach by flying link used in blocking up disabled engine and considerably injured.

Switchmen, Flagmen, and Watchmen — Killed, 1.

Aug. 16, 1898. Bridgeport — G. Buckley, gate-tender, in avoiding east-bound train, stepped in front of west-bound train and was killed by engine.

Switchmen, Flagmen, and Watchmen — Injured, 3.

Aug. 30, 1898. New Haven (Canal Dock) — Charles Brown, night watchman, attempting to get on pay car at east end of passenger station, fell and wheels ran over right foot.

Nov. 5, 1898. New Haven Yard — Murt Conville, yard brakeman, caught and rolled between sides of cars standing on parallel track, and six ribs broken.

March 4, 1899. Bridgeport — Frank Hammil, yard brakeman, came in contact with switch stand and was knocked under car. Right foot run over and crushed.

Other Employes — Killed, 5.

Aug. 12, 1898 — James Curran, lampman, dead body found lying on outside west-bound track.

Nov. 24, 1898. Bridgeport — Edw. Hart, station baggagemaster, struck by west-bound freight train, and fatally injured, while crossing tracks at passenger station.

Nov. 27, 1898. West Haven — Giovanni, Italian snow shoveler, struck and killed by east-bound passenger train.

Jan. 1, 1899. New Haven — Peter Roman, snow shoveler, struck and killed by train.

June 2, 1899. Hartford Shops — Dennis Dunn, foreman stone mason, was run over by derrick car in yard and fatally injured.

Other Employes — Injured, 23.

July 27, 1898. Berlin — William Cooney, waterboy on work train, attempting to get on caboose car, when train was in motion, and was thrown to the ground. Head cut and hip injured.

Aug. 4, 1898. New Haven — M. J. Garvey, car inspector, walking between tracks, was struck by baggage car. Three ribs and shoulder blade broken.

Oct. 3, 1898. Branchville — Robert Degnan, car cleaner, attempting to board a freight train, fell under wheels and was seriously injured.

Oct. 5, 1898. Stamford — John Goulding, bridge painter, jumped from passenger train over intermediate fence in front of east-bound freight train, was struck by engine and collar bone fractured and scalp wounded.

Oct. 20, 1898. Portland — Anduco Sapabugo, laborer, jumped from hand car and fell in front of same. Car ran over legs, cutting and bruising same.

Oct. 25, 1898. Stratford — John Neylan, section foreman, while sorting stone in gravel pit, slipped and fell. Two ribs on left side broken.

Oct. 30, 1898. Middlefield Centre — Alfred Sunberg, carpenter in bridge gang, at bridge No. 415, fell from bridge to ground. Arm, leg, and face bruised, and head cut.

Nov. 15, 1898. Bethel — John Barry, section man at gravel pit, had his toes crushed under car which was being pushed by section men.

Nov. 27, 1898. West Haven — Petrel Pasquale, section laborer, while shoveling snow, was struck and injured by east-bound passenger train.

Dec. 17, 1898. Redding — John Carroll, section foreman, while barring ties, had his leg broken between knee and ankle.

Dec. 24, 1898. Hamden — Wm. Lynch, section laborer, had his head cut while loading ties.

Dec. 24, 1898. Hartford — Patrick Doolin, helper in blacksmith shop, attempting to cross tracks between switch engine and car, was caught between bumpers and had leg injured.

Jan. 24, 1899. Burrville — John Swift, a work train laborer, was struck by revolving handle crane.

Feb. 14, 1899. Suffield — On account of engine running through engine house, Thomas Moriarty, section man, had skull fractured; Patrick Moriarty, foreman, Thomas Connors, Colic Copenack, John Wilson, and Thomas Boroki, snow shovelers, were bruised and slightly injured, and Augustus Johnson, snow shoveler, had his arm broken in two places.

March 3, 1899. Romford — Barney Melvin, section man, while loading ties, bruised his left hand.

March 20, 1899. Stonington — James Dooley, freight handler, while moving a box of machinery, crushed end on one finger.

April 25, 1899. Allyn's Point — Italian, while unloading coal from car, let a piece fall on his foot, badly lacerating same.

April 26, 1899. South Norwalk — Chas. Lizayai, section laborer, was struck by east-bound passenger train. Rib broken and body bruised.

May 26, 1899. New Haven — John Keleher, lampman, walking between tracks in yard, was struck by car in passing freight train. One wrist broken and shoulder and face bruised.

Passengers — Injured, 1.

Feb. 26, 1899. Cornwall Bridge — Helen Barley fell in a coach, slightly cutting her head.

Trespassing — Killed, 25.

July 1, 1898. Noroton — J. H. Root was struck and killed by a passenger train. Deliberately sat on track in front of train. Evidently a suicide.

Aug. 11, 1898. Milford — Paul Deveto fell from freight train on which he was stealing a ride, and was run over and killed.

Aug. 12, 1898. New London (Thames River Bridge) — An unknown boy, while attempting to board a freight train on the trestle, lost his footing, fell under the cars, and was killed.

Aug. 21, 1898. Milford — John Bannahan, attempting to board east-bound passenger train, fell under wheels and was killed.

Aug. 25, 1898. Hartford — James Ready, attempting to board moving freight train in freight house yard, fell between cars and was run over and killed.

Sept. 7, 1898. Hartford — John C. Dupree was found beside track near Colt's Dyke, with skull fractured and one arm crushed. Trainmen know nothing of striking the man.

Sept. 26, 1898. Granby — John Slamans, while attempting to steal a ride on a freight train, had both legs cut off and died from injuries.

Nov. 3, 1898. Naugatuck Junction — Dead body of unknown man was found on middle east-bound track.

Nov. 13, 1898. East Norwalk — Herbert McWinters fell from west-bound freight train, on which he was stealing a ride, at the station, and was fatally injured.

Nov. 20, 1898. Bridgeport — Maurice Foley's dead body was found near west-bound track.

Dec. 23, 1898. Bridgeport — John Stevens, attempting to board a train, for the purpose of stealing a ride, was run over and killed.

Dec. 26, 1898. Wallingford — Joseph Clark, attempting to board train, after train had left station, fell under train and was killed.

Jan. 3, 1899. Hartford — Body of an unknown man was found between tracks by men of Train 203, about one mile north of Branch Switch. Evidently stealing a ride and fell from freight train.

Jan. 13, 1899. North Windham — Edward Mahone was struck by engine and instantly killed.

Jan. 25, 1899. Meriden — John Haley, stealing a ride on Train 224, fell from train and was killed.

Feb. 4, 1899. East Hartford — E. J. Terhune was struck by car detached from a switch engine and was killed.

March 1, 1899. North Haven — John English was discovered lying beside east-bound track, north of Company's house, by engineer. Legs crushed.

March 12, 1899. Bridgeport — Henry Gunther fell under wheels of train on which he was stealing a ride and was run over and killed.

March 21, 1899. Westport — Dead body of Harry Keeler was found lying on track.

April 5, 1899. Dividend — Unknown man stepped in front of Train 714 and was killed. Evidently a suicide.

April 12, 1899. Middletown — Unknown man was struck by engine about one hundred feet east of Keating's Crossing and was killed.

April 14, 1899. Noroton — Dead body of Patrick McFarland was found lying on middle east-bound track.

May 19, 1899. Waterbury — Henry Lawler, employe of Holmes, Booth, & Hayden, while moving car on siding with a bar, was run over by engine setting cars on the same siding.

May 24, 1899. West Haven — E. Thompson stepped in front of east-bound passenger train and was struck by the engine and killed. Evidently a suicide.

May 26, 1899. Newington — Aaron Ahlberg got off third rail car at side track one-quarter of a mile south of station, walked in front of train, and was run over and killed.

Trespassing — Injured, 24.

July 7, 1898. Seymour — Frank Carroll, while stealing a ride, had his foot crushed.

July 11, 1898. Meriden — John Emerson, or Monroe, was found on east side of track, near Camp Street Bridge, badly injured. Evidently struck by or jumped from train.

July 14, 1898. Towantic — James Bergan, stealing ride on a freight train, had his toes crushed between deadwoods.

July 15, 1898. East Hartford — John Dorman, stealing ride on car loaded with iron beams, when car was switched, load shifted, breaking his legs.

July 28, 1898. Rowayton — William Healey, attempting to board freight train for the purpose of stealing a ride, fell, and left arm was run over and crushed below elbow.

Aug. 2, 1898. Southford — Robert Burr, stealing a ride, had his heel crushed between deadwoods.

Aug. 12, 1898. New Haven — John Hamlin, stealing a ride on top of coach, was knocked off in "Cut" near Osborn Street Bridge. Scalp wounded.

Aug. 30, 1898. New Haven — Fred E. Heffren, 19 years, attempted to get on moving switch engine in Belle Dock Yard, fell, and was struck by tender truck, and three ribs broken.

Sept. 6, 1898. Bridgeport — J. M. Shea, attempting to board freight train for the purpose of stealing a ride, had toes of his right foot run over and crushed.

Oct. 2, 1898. Bridgeport — Edw. O'Leary, stealing a ride on east-bound freight train, fell and had both legs cut off below the knees.

Oct. 6, 1898. Noroton — Wm. Coughlin and Harry McGrath, stealing a ride on freight train, jumped. Coughlin received a cut over his eye and had three fingers crushed. McGrath received bruised hip.

Nov. 19, 1898. North Haven — Hobart Allen, attempting to board train after it had started, fell and right foot went under wheels, which crushed it.

Dec. 8, 1898. Bridgeport — William Flamke, stealing ride on east-bound freight train, fell and his arm was broken and otherwise badly injured.

Jan. 31, 1899. Hayden's — Alfred Turgeon jumped from wagon on crossing, when train struck and killed his horse and smashed wagon. His ankle and leg were injured.

March 30, 1899. Willimantic — Jeremiah Lucy, aged 12, while riding on some cars in yard, fell off and broke his neck and had his left foot cut off.

April 4, 1899. Norwich — Custier Duskie, a small boy, while attempting to steal a ride, fell under wheel of engine and had his leg crushed.

April 22, 1899. Hartford — Samuel Gallagher, stealing a ride, fell and car ran over his heel and crushed it.

April 24, 1899. Bridgeport — Daniel Core, attempting to board freight train, for the purpose of stealing a ride, received a scalp wound.

April 30, 1899. Riverside — John Debor, attempting to board a freight train, for the purpose of stealing a ride, had his foot run over and crushed.

May 2, 1899. Putnam — Frank Chapeau, aged 9 years, while playing on cars, received a cut about six inches long in his right thigh.

May 7, 1899. Bristol — John Gleason, attempting to board a freight train, fell and his right foot was crushed.

May 12, 1899. Burr Road Tower — Joseph Doyle jumped from freight train, on which he was stealing a ride, and received a bad cut over his left temple.

June 8, 1899. New Haven — Marks Brown, attempting to board east-bound freight train, for the purpose of stealing a ride, came in contact with switch stand. His left leg was badly cut and body bruised.

Not Trespassing — Killed, 1.

July 3, 1898. Stamford — J. J. Finnigan, in charge of car of stock, while sitting in car door as train passed through the above station, was thrown out and fatally injured by feet coming in contact with intermediate fence.

Not Trespassing — Injured, 3.

July 4, 1898. Danbury — Patrick McKenny boarded a train to see a friend, and in attempting to get off train, after train had started, was thrown under, his leg being cut off at the ankle.

Oct. 6, 1898. Waterbury — Louis Rosseau was sitting on edge of car when it was struck by another car, throwing him to the ground and breaking his legs and bruising his toe.

Oct. 13, 1898. Waterbury — William Manger, an employe of Waterbury Lumber & Coal Company, was pushed into the brook by yard engine.

Characteristics of Roads.

WORKING DIVISIONS OR BRANCHES.		Miles.	ALIGNMENT.		
			Number of Curves.	Aggregate Length of Curved Line. Miles.	Length of Straight Line. Miles.
New York	Division, . .	79.91	125	28.73	51.18
New London	" . .	49.85	60	17.81	32.04
Hartford	" . .	154.59	268	58.09	96.50
Air Line	" . .	54.94	92	20.98	33.96
Northampton	" . .	136.63	259	39.26	97.37
Naugatuck	" . .	60.99	252	34.39	26.60
Berkshire	" . .	148.30	404	71.55	76.75
Danbury	" . .	73.84	262	31.63	42.21
Highland	" . .	170.50	.....	.....	.....
Providence	" . .	79.92	.....	.....	.....
Stonington	" . .	86.46	107	24.63	61.83
Worcester	" . .	89.54	166	30.20	59.14
Northern	" . .	93.28	192	35.28	58.00
Plymouth	" . .	148.37	220	40.19	108.18
Taunton	" . .	137.39	121	28.66	108.73
Cape Cod	" . .	130.49	127	38.47	92.02
Midland	" . .	148.34	206	46.92	101.42
Central	" . .	85.49	132	39.40	46.09
Norwich	" . .	88.96	164	31.84	57.12
Total,		2,017.59			

PROFILE.

Length of Level Line. Miles.	ASCENDING GRADES.			DESCENDING GRADES.		
	No.	Sum of Ascents. Feet.	Aggregate Length of Ascending Grades. Miles.	No.	Sum of Descents. Feet.	Aggregate Length of Descending Grades. Miles.
12.68	49	1,181	37.81	42	855	29.42
10.56	31	453	18.92	30	464	20.37
43.33	90	1,813.5	53.92	86	1,265.5	52.34
5.33	22	1,217	27.41	21	1,041	22.20
40.83	85	1,910	60.65	62	1,208	35.15
9.09	69	1,148	40.34	45	236	11.56
14.58	76	786	34.88	65	725	37.00
15.75	30	1,420	42.71	19	641	27.03
19.34	29	434	23.11	39	870	46.51

* BRIDGES, TRESTLES, TUNNELS, ETC.
(State of Connecticut only.)

Item.	Number.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.	
		Feet.	Inches.	Feet.	Inches.	Feet.	Inches.
Bridges:							
Stone, . . .	115	2,763	3	8	..	385	..
Iron, . . .	409	35,494	5	10	..	1,543	..
Wooden, . . .	212	10,153	2	9	..	470	..
Total, . . .	736	48,410	10	..	..	..	..
Trestles, . . .	119	37,423	..	15	..	3,900	..
Tunnels, . . .	5	2,257	..	176	..	1,200	..

* Includes data applying to leased lines.

OVERHEAD HIGHWAY CROSSINGS.

Item.	Number.	HEIGHT OF LOWEST ABOVE SURFACE OF RAILS.	
		Feet.	Inches.
Overhead Highway Crossings:			
Bridges,	190	14	1
Conduits,	3	14	3
Trestles,	17	14	4
Total,	210	..	..
Overhead Railway Crossings,			
Bridges,	6	14	6
Conduits,	1	15	..
Total,	7	..	..
Tunnels,	5	14	8

Telegraph.

Owned by another company, but located on property of road making this report:

Miles of Line.	Name of Owner.	Name of Operating Company.
319.90	Western Union Telegraph Co.	Western Union Telegraph Co.
46.20	Conn. River Telegraph Co.	Conn. River Telegraph Co.

Car Mileage.

Paid or allowed for rolling stock not the property of railroads nor consigned for use by lease:

CARS USED.		COMPENSATION.	
Name of Owner.	Description.	Rate.	Amount.
Armour Car Lines,	Refr. & Box,	6/10	\$6,793.53
Armour Packing Co.,	Refrigerator,	6/10	742.96
Arms Palace Horse Car Co.,	Horse,	6/10	581.46
American Cereal Co. Despatch,	Box,	6/10	121.87
American Refrigerator Transit Co.,	Refrigerator,	6/10	195.52
Anglo-American Refrigerator Car Co.,	Refrigerator,	6/10	81.42
American Live Stock Trans. Co.,	Stock,	6/10	.19
American Linseed Tank Line,	Box,	6/10 }	5.84
American Linseed Tank Line,	Tank,	3/4 }	
American Cotton Oil Co.,	Tank,	3/4	717.41
Babcock, F. W. & Co.,	Tank,	3/4	24.11
Bayonne Chemical Works,	Tank,	3/4	7.19
Brill, J. G. & Co.,	Flat,	6/10	66.36
Beadleston & Woerz,	Refrigerator,	6/10	46.71
Brooklyn Cooperage Co.,	Rack,	6/10	117.48
Boston Bridge Work,	Flat,	6/10	.76
Berionid White Coal Mineral Co.,	Coal,	6/10	3.93
Buckeye Transportation Co.,	Refrigerator,	6/10	7.04
Cornplanters Refining Co.,	Tank,	3/4	.57
Cleveland Linseed Oil Co.,	Tank,	3/4	1.01
Crystal Tank Line,	Tank,	3/4	.13
Crystal Oil Refining Co.,	Tank,	3/4	.13
Crescent Tank Line,	Tank,	3/4	26.88
California Fruit Trans. Co.,	Refrigerator,	6/10	933.26
Continental Fruit Express,	Refrigerator,	6/10	378.16
Cudahy Refrigerator Line,	Refrigerator,	6/10	1,220.18
Chicago Refrigerator Car Line,	Refrigerator,	6/10	90.94
Cudahy Milwaukee Refrigerator Line,	Refrigerator,	6/10	15.95
Chicago, N. Y., and Boston Refrig. Line,	Refrigerator,	6/10	314.85
Cedar Rapids Refrigerator Express,	Refrigerator,	6/10	2.33
Cleveland Provision Co.,	Refrigerator,	6/10	2.71
Comstock & Co.,	Refrigerator,	6/10	3.44
Cutting Car Co.,	Rack,	6/10	920.15
Cold Blast Transportation Co.,	Refrigerator,	6/10	593.52

Car Mileage.—Continued.

CARS USED.		COMPENSATION.	
Name of Owner.	Description.	Rate.	Amount.
Canada Cattle Car Co.,	Stock,	6/10	\$1.54
Central Equipment Co.,	Box,	6/10	46.58
Commerce Despatch Co.,	Box,	6/10	1,896.97
Consolidated Cattle Car Co.,	Stock,	6/10	.38
Ciley, B. J.,	Box,	6/10	.56
Dold, J. Packing Co.,	Refrigerator,	6/10	150.97
Dairy Dealers Despatch,	Refrigerator,	6/10	123.73
Emery Manufacturing Co.,	Tank,	3/4	.27
Empire Oil Works,	Tank,	3/4	1.82
Excelsior Horse Car Line,	Horse,	6/10	2.41
Ellis, John & Co.,	Box,	6/10	.44
Fairfield Chemical Works,	Tank,	3/4	73.85
Foggan, Robert,	Tank,	3/4	.57
Fairmount Coal & Coke Co.,	Coal,	6/10	6.91
Glade Tank Line,	Tank,	3/4	.27
Hammond Refrigerator Line,	Refrigerator,	6/10	1,295.95
Hackett Refrigerator Car Co.,	Refrigerator,	6/10	1.26
Havens, C. B. & Co.,	Coal,	6/10	2.65
Horlick Food Co. Car Line,	Box,	6/10	.85
Interior & Seaboard Refrigerator Line,	Refrigerator,	6/10	1.01
Independent Refining Co.,	Tank,	3/4	.16
Jackson, Sharp & Co.,	Flat,	6/10	50.23
Knickerbocker Chemical Co.,	Tank,	3/4	24.38
Kansas City Refrigerator Car Co.,	Refrigerator,	6/10	51.18
Keystone Palace Horse Car Co.,	Horse,	6/10	8.23
Kingan Refrigerator Line,	Refrigerator,	6/10	139.47
Keystone Live Stock Express,	Stock,	6/10	1,855.25
Lipton Refrigerator Line,	Refrigerator,	6/10	89.77
Libby, McNeil & Libby,	Refrigerator,	6/10	12.85
Lima Locomotive Machine Co.,	Flat,	6/10	1.26
Laconia Car Co.,	Flat,	6/10	21.99
Laurel Hill Car & Coal Co.,	Box & Coal,	6/10	99.91
Live Poultry Transportation Co.,	Poultry,	6/10	3.34
Lackawanna Live Stock Trans. Co.,	Stock,	6/10	5.99
Manhattan Oil Co.,	Tank,	3/4	33.99
Mathieson Alkali Works,	Tank,	3/4	1.04
Morris & Co., Refrigerator Line,	Refrigerator,	6/10	1,648.88
Merchants Despatch Transportation Co.,	Box & Refrg.,	6/10	6,141.19
Mather Horse & Stock Car Co.,	Horse & Stk.,	6/10	45.75
Menasha Woodenware Co.,	Box,	6/10	5.35
Morrell Refrigerator Line,	Refrigerator,	6/10	1.09
Mame Brothers,	Box,	6/10	1.54
National Linseed Oil Co.,	Box,	6/10	3.96
National Linseed Oil Co.,	Tank,	3/4	
Nichols Chemical Co.,	Tank,	3/4	15.12
Narragansett Brewing Co.,	Refrigerator,	6/10	5.53
National Rolling Stock Co.,	Box & Flat,	6/10	326.34
North & South Rolling Stock Co.,	Flat,	6/10	136.85
Nashville Packing Co.,	Refrigerator,	6/10	2.72
New England Car Co.,	Stock,	6/10	3.96
New England Gas and Coke Co.,	Coal,	6/10	.67
Omaha Packing Co.,	Refrigerator,	6/10	38.31
Ohio & Pennsylvania Coal Co.,	Coal,	6/10	8.75

Car Mileage.—Continued.

CARS USED.		COMPENSATION.	
Name of Owner.	Description.	Rate.	Amount.
Producers Oil Co., Limited,	Tank,	3/4	\$2.71
Pennsylvania & Delaware Oil Co.,	Tank,	3/4	4.60
Peerless Transit Co.,	Tank,	3/4	35.92
Provision Dealers Despatch,	Refrigerator,	6/10	156.02
Pabst Refrigerator Line,	Refrigerator,	6/10	40.54
Pittsburg Consolidated Coal Co.,	Coal,	6/10	3.31
Pittsburg Plate-glass Co.,	Flat,	6/10	7.90
Pacific Stock Express,	Stock,	6/10	59.49
Piper, W. H. & Co.,	Coal,	6/10	.50
Rend, W. P. & Co.,	Box & Coal,	6/10	3.08
Smith, Levi,	Tank,	3/4	.08
Scofield, Shurmer & Tragle,	Tank,	3/4	1.64
Scott, John C. & Sons,	Coal,	6/10	3.36
St. Charles Refrigerator Despatch,	Refrigerator,	6/10	1.51
Santa Fe Fruit & Refrigerator Line,	Refrigerator,	6/10	58.12
Springfield Brewing Co.,	Refrigerator,	6/10	101.30
Shippers Refrigerator Car Line,	Refrigerator,	6/10	134.24
St. Louis Dressed Beef & Prov. Co.,	Refrigerator,	6/10	68.01
St. Louis Refrigerator Car Co.,	Refrigerator,	6/10	479.53
Squires Car Lines,	Stock,	6/10	85.73
Southern Despatch Lumber Lines,	Box & Flat,	6/10	38.63
Swift's Live Stock Express,	Stock,	6/10	771.96
Swift's Refrigerator Line,	Refrigerator,	6/10	6,280.17
Street's West Stable Car Line,	Stock,	6/10	12.50
Southern Freight Line,	Bx., Fl. & Cl.,	6/10	8.70
Swamp Mills Excelsior Co.,	Box,	6/10	2.87
Tide Water Oil Co.,	Tank,	3/4	104.71
Titusville Oil Works,	Tank,	3/4	2.05
Union Tank Line,	Tank,	6/10 }	4,826.03
Union Tank Line,	Box,	3/4 }	
Union Refrigerator Transit Co.,	Refrigerator,	6/10	509.81
Venice Transportation Co.,	Flat & Box,	6/10	133.66
Vinton Colliery Co.,	Coal,	6/10	6.89
Wilburine Oil Works,	Tank,	3/4	.24
Warren Refining Co., Limited,	Tank,	3/4	.93
Western Live Stock Express,	Stock,	6/10	779.63
Westmoreland Coal Co.,	Coal,	6/10	150.62
Western Refrigerator Transit Co.,	Refrigerator,	6/10	11.11
Wason Car Manufacturing Co.,	Flat,	6/10	6.52
Western Refrigerator Line,	Refrigerator,	6/10	3.93
Weaver Coal Co.,	Coal,	6/10	3.83
Pullman Palace Car Co., . . . . .	.....	1%	28.16
Pullman Palace Car Co., . . . . .	.....	2%	2,614.14
Pullman Palace Car Co., . . . . .	.....	3%	1,452.30
Total,			\$47,409.01

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN, } ss.

We, the undersigned, John M. Hall, Vice-President, and H. M. Kochersperger, Comptroller, of The New York, New Haven & Hartford Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

JOHN M. HALL,
Vice-President.

H. M. KOCHERSPERGER,
Comptroller.

Subscribed and sworn to before me this 27th day of September, 1890.

S. C. FLEETWOOD,
Notary Public.

NORWICH & WORCESTER RAILROAD CO.

History.

Name of common carrier making this report : Norwich & Worcester Railroad Company.

Date of organization : June 22, 1836.

Under laws of what Government, State, or Territory organized : Massachusetts and Connecticut.

What carrier operates the road of this company ? The New York, New Haven & Hartford Railroad Company.

Organization.

Names of Directors.	Post-office Address.	Expiration of Term.
EDWARD L. DAVIS,	Worcester, Mass.,	January 10, 1900.
THOMAS B. EATON,	" "	" "
JOSIAH H. CLARKE,	" "	" "
FRANCIS H. DEWEY,	" "	" "
A. GEORGE BULLOCK,	" "	" "
CHARLES P. COGSWELL,	Norwich, Conn.,	" "
STEPHEN SALISBURY,	Worcester, Mass.,	" "

Total number of stockholders at date of last election : 916.

Date of last meeting of stockholders for election of directors : January 11, 1899.

Post-office address of general office : New Haven, Conn.

Name and address of officer to whom correspondence regarding this report should be addressed : M. M. Whittemore, Treasurer, New Haven, Conn.

Officers.

Title.	Name.	Location of Office.
President,	A. GEORGE BULLOCK,	Worcester, Mass.
Secretary,	M. M. WHITTEMORE,	New Haven, Conn.
Treasurer,	M. M. WHITTEMORE,	" "

Property Operated.

Name of all Coal, Bridge, Canal, or other properties, the earnings and expenses of which affect the General Balance Sheet — (p. 259):

Name.	Character of Business.	Title, etc.
Norwich & New York Transportation Co.	Steamboat transportation.	This Company is owned by the Norwich & Worcester R. R. Co., and its steamers run between N. London and N. York through Long Island Sound.

Property Leased, or Otherwise Assigned for Operation.

Name of Railroad, the income of which from lease, or from other assignment for operation, is included in the Income Account — (p. 258):

NAME.	TERMINALS.		By what Company Operated.	Under what kind of Contract Operated.	Miles of Line.
	From —	To —			
Norwich & Worcester,	Groton,	Worcester.	*The N. Y., N. H. & H. R. R. Co.	100 yr. Lease.	71.60
Total Mileage,					71.60

* Leased to B., H. & E. (see p. 255).

Property Leased, or otherwise Controlled for Operation.

This Company leased its road to the Boston, Hartford & Erie Railroad Co. for one hundred years from February 9, 1869. The lessee pays dividends on this Company's preferred capital stock and interest on its debt, and operates the road.

Amendment to above lease and lease itself assumed by the N. Y., N. H. & H. R. R. Co., July 1, 1898.

Capital Stock.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Common,	66	\$100.00	*\$6,600.00	\$6,600.00	....	.....
Preferred,	38,250	\$100.00	3,825,000.00	2,769,200.00	8 p. ct.	\$221,536.00
Total,	38,316	.....	\$3,831,600.00	\$2,775,800.00	....	\$221,536.00

* To be converted into preferred stock whenever presented.

Capital Stock.— *Continued.*

Manner of payment for Capital Stock.	Total Number Shares Issued and Outstanding.	Total Cash Realized.
Issued for Cash : Common,	*66	\$6,600.00
Issued for Construction : Preferred,	26,403	2,673,168.75
Issued for st'k of The Nor. & N. Y. Trans. Co., Prf.,	1,289	225,575 00
Total,	27,758	\$2,905,343.75

* No dividends declared on this.

Funded Debt.

Class of Bonds or Obligation.	TIME.		Amount of Authorized issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
	Date of Issue.	When Due.				
Deb. Bonds,	Mar. 1 1897	Mar. 1 1927	\$2,000,000.00	\$955,000.00	\$955,000.00	\$1,009,217.00

INTEREST.

Rate.	When Payable.	Amount Accrued during Year.	Amount Paid during Year.
4 per cent.	September 1st and March 1st.	\$38,200.00	\$38,200.00

Recapitulation of Funded Debt.

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mortgage Bonds (p. 256), Debentures,	\$955,000.00	\$955,000.00	\$38,200.00	\$38,200.00

Current Assets and Liabilities.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1899.	
Cash,	\$76,430.56	Loans and Bills Payable, .	\$645,000.00
Bills Receivable,	285,000.00	Audited Vouchers and Ac- counts,	53,871.95
Other cash assets (exclud- ing "materials and sup- plies"),*	12,512.00	Dividends not called for,	3,023.00
Total Cash and Current Assets,	\$373,942.56	Matured interest coupons unpaid,	180.00
Balance—Cur. Liabilities,	383,808.39	Rents due July 1,	55,676.00
Total,	\$757,750.95	Total — Curr't Liabilities, .	\$757,750.95

Material and supplies on hand, \$450,869.65.

Recapitulation.

For mileage owned by road making this report:

Account.	Total Amount Outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF LINE.	
		To Railroads.	To Other Properties.	Miles.	Amount.
Capital Stk. (p. 255),	\$2,775,800.00	\$2,775,800.00	... ..	71.60	\$38,768.16
Bonds (p. 256), . .	955,000.00	675,000.00	\$280,000.00	71.60	9,427.37
Total,	\$3,730,800.00	\$3,450,800.00	\$280,000.00	71.60	\$48,195.53

The \$280,000.00 was issued to pay floating debt of Norwich & New York Transportation Company.

Cost of Road, Equipment, and Permanent Improvements.

Item.	Exp'ditures dur'g year, not included in operating expenses charged to construction or equipment.	Total Cost to June 30, 1898.	Total Cost to June 30, 1899.	Cost per Mile.
Construction:				
Engineering, . . .	\$13,067.04	.....	.....	.....
Right of Way and Station Grounds, } Real estate, . . . }	187,920.50	.....	.....	.....
Grading, . . .	429,532.12	.....	.....	.....
Bridges, Trestles and Culverts, . . .	18,682.44	.....	.....	.....
Ties, . . .	14,675.82	.....	.....	.....
Rails, . . .	38,879.37	.....	.....	.....
Fencing, right of way, Cross'gs, Cattle Grds., and Signs, . . .	1,200.42	.....	.....	.....
Legal Expenses, . .	836.10	.....	.....	.....
General Expenses, .	3,543.53	.....	.....	.....
	319.61	.....	.....	.....
Total Construction, .	\$708,656.95	\$3,210,986.42	\$3,919,643.37	\$54,743.62
Total Equipment, .	.....	179,750.67	179,750.67	2,510.48
Total Cost Construction, Equipm't, etc.,	.....	\$3,390,737.09	\$4,099,394.04	\$57,254.10

Income Account.

Income from Lease of Road,	\$259,736.00	
Miscellaneous Income, less Expenses (page 259), . . .	2,283.09	
Total Income,		\$262,019.09
Deductions from income:		
Salaries and Maintenance of Organization, . . .	\$665.01	
Interest on Funded Debt accrued (p. 256), . . .	38,200.00	
Total Deductions from Income,		38,865.01
Net Income,		\$223,154.08
Dividends, 8 per cent., Preferred Stock (p. 255), . .		221,536.00
Surplus from Operations of year ending June 30, 1899,		\$1,618.08
Surplus on June 30, 1898 [From "General Balance Sheet," 1898 Report],		937,144.30
Surplus on June 30, 1899 [For entry on "General Balance Sheet," p. 259],		\$938,762.38

Stocks Owned.

Name.	Total Par Value.	Valuation.
The Norwich & New York Transportation Company,	\$500,000.00	\$500,000.00

Miscellaneous Income.

Item	Gross Income.	Net Miscellaneous Income.
Income from Deposits,	\$2,283.09	\$2,283.09

Comparative General Balance Sheet.

Total, June 30, 1898.	Assets.	Total, June 30, 1899.	Increase Year ending June 30, 1899.	Decrease Year ending June 30, 1899.
\$3,210,986.42	Cost of Road (p. 258), . .	\$3,919,643.37	\$708,656.95	.....
179,750.67	Cost of Equipment (p. 258),	179,750.67	.....	.....
500,000.00	Stocks owned (p. 259), . .	500,000.00	.....	.....
12,892.08	Lands owned,	3,107.08	.....	\$9,785.00
378,569.35	Cash and current assets, . .	373,942.56	.....	4,626.79
450,869.65	Materials and Supplies, . .	450,869.65	.....	.....
\$4,733,068.17	Grand Total,	\$5,427,313.33	\$694,245.16	.....

Total, June 30, 1898.	Liabilities.	Total, June 30, 1899.	Increase Year ending June 30, 1899.	Decrease Year ending June 30, 1899.
\$2,775,800.00	Capital Stock (p. 255), . .	\$2,775,800.00	.....	.....
955,000.00	Funded Debt (p. 256), . .	955,000.00	.....	.....
65,123.87	Current Liabilities (p. 257),	757,750.95	\$692,627.08	.....
937,144.30	Profit and Loss,	938,762.38	1,618.08	.....
\$4,733,068.17	Grand Total,	\$5,427,313.33	\$694,245.16	.....

Important Changes during the Year.

The road from Norwich to Allyn's Point has been straightened and a portion rebuilt, and new road built from Allyn's Point to Groton connecting with tracks of the N. Y., N. H. & H. R. R. Co.

Contracts, Agreements, etc.

None. Lessee makes all contracts.

Security for Funded Debt.

Debenture Bonds. Road not Mortgaged.

Description of Equipment.

Included in N. Y., N. H. & H. R. R. Co.'s Report.

Mileage.

Mileage of line owned by States and Territories (single track):

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Owned.	New Line Con- structed during Year.	Steel Rails.
	Main Line.	Branches and Spurs.			
Groton to State Line, Conn., .	53.14	.63	53.77	6.25	....
State Line to W're'ster in Mass.,	17.83	....	17.83	....	....
Total Mileage Owned, . . .	70.97	.63	71.60	6.25	71.60

Characteristics of Road.

Included in N. Y., N. H. & H. R. R. Co.'s Report.

GAUGE OF TRACK — 4 feet, 8 $\frac{1}{4}$ inches; 72.45 miles.

Telegraph.

Reported by N. Y., N. H. & H. R. R. Co.

Oath.

STATE OF MASSACHUSETTS, }
COUNTY OF WORCESTER, } ss.

We, the undersigned, A. George Bullock, President, and M. M. Whittemore, Treasurer, of the Norwich & Worcester Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts, and that the accounts and figures contained in the foregoing return embrace all the financial operations of said Company during the period for which said return is made.

A. G. BULLOCK,
President.

M. M. WHITTEMORE,
Treasurer.

Subscribed and sworn to before me this 12th day of September, 1899.

FRANCIS H. DEWEY,
Justice of the Peace.

PHILADELPHIA, READING & NEW ENGLAND RAILROAD CO.

J. K. O. SHERWOOD, RECEIVER.

Operations from June 30, 1898, to January 22, 1899.

History.

Name of common carrier making this report: Philadelphia, Reading & New England Railroad Company. J. K. O. Sherwood, Receiver.

Date of organization: August 1, 1892.

Under laws of what Government, State, or Territory organized? General Railroad Incorporation Laws of the State of New York.

If a consolidated company, name the constituent companies. Merger of the Poughkeepsie Bridge Company, incorporated in New York, May 31, 1871, and the Central New England & Western Railroad Company, formed July 22, 1889, by consolidation of the Hudson Connecting Railroad Company and the Poughkeepsie & Connecticut Railroad Company.

Date and authority for each consolidation: July 22, 1889, and August 1, 1892. Railroad Incorporation Laws of the State of New York.

Organization.

Names of Directors.	Post-office Address.	Date of Expiration of Term.		
C. TOWER, JR.,	Philadelphia, Pa.,	First Wed. in Feb. 1899.		
W. R. TAYLOR,	" "	"	"	"
W. W. GIBBS,	" "	"	"	"
JAMES ARMSTRONG,	New York, N. Y.,	"	"	"
JOHN H. TAYLOR,	Philadelphia, Pa.,	"	"	"
M. A. VIELS,	New York, N. Y.,	"	"	"
ARTHUR BROCK,	Lebanon, Pa.,	"	"	"
JOSEPH F. SINNOTT,	Philadelphia, Pa.,	"	"	"
JOHN W. BROCK,	" "	"	"	"
W. W. JENKS,	New York, N. Y.,	"	"	"
C. E. MORGAN, JR.,	Philadelphia, Pa.,	"	"	"
GEORGE A. FLETCHER,	" "	"	"	"
H. O. SEIXAS,	New York, N. Y.	"	"	"

Total number of stockholders at date of last election: 92.

Date of last meeting of stockholders for election of directors: February 2, 1898.

Post office address of general office: Poughkeepsie, N. Y.; Receiver's office, 192 Broadway, New York.

Post-office address of operating office: Hartford, Conn.

Name and address of officer to whom correspondence regarding this report should be addressed: H. W. Watson, Auditor, Hartford, Conn.

Officers.

Title.	Name.	Location of Office.
Receiver,	JAMES K. O. SHERWOOD,	192 Broadway, N. Y.
Cashier,	E. L. SCHUMANN,	" "
General Council,	JAMES ARMSTRONG,	" "
Auditor,	H. W. WATSON,	Hartford, Conn.
Chief Engineer,	C. H. EWING,	" "
Superintendent,	W. J. MARTIN,	" "
General Freight Agent,	W. J. MARTIN,	" "
General Passenger Agent,	W. J. MARTIN,	" "
President,	JOHN W. BROCK,	Philadelphia, Pa.
Secretary,	W. R. TAYLOR	" "
Treasurer,	W. A. CHURCH,	" "

Property Operated.

Name of every railroad the operations of which are included in the Income Account (p. 267):

1. Railroad Line represented by Capital Stock: A. Main Line. B. Branches and Spurs. 2. Proprietary Companies whose entire Capital Stock is owned by this Company. 3. Line Operated under Lease for specified sum. 4. Line Operated under Contract, or where the rent is contingent upon earnings or other considerations. 5. Line Operated under Trackage Rights.

Name.	TERMINALS.		Miles of Line for each Road Named.	Miles of Line for each Class of Roads Named.
	From —	To —		
1. Phila., Reading & N. E.,	Campbell Hall,	Silvernails,	57.60	57.60
3. Hartford & Conn. Western,	Hartford,	Rhinecliff,	109.75	.....
Dutchess County,	Poughkeepsie,	Hopewell,	12.40	122.15
5. Newb'g, Dutchess & Conn.	State Line,	Millerton,	1.25	1.25
Total Mileage Operated,			181	181

Capital Stock.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Capital Stock:				
Common, .	46,000	\$100.00	\$4,600,000.00	\$4,600,000.00
Preferred, .	20,000	100.00	2,000,000.00	2,000,000.00
Total, . . .	66,000	100.00	\$6,600,000.00	\$6,600,000.00

Capital Stock.—*Continued.*

Manner of Payment for Capital Stock.	Total Number Share Issued and Outstanding.	Total Cash Realized.
Issued for Re organization:		
Common,	46,000	\$4,600,000
Preferred,	20,000	2,000,000
Total,	66,000	\$6,600.00

Funded Debt.

Class of Bond or Obligation.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash realized on Amount Issued.
	Date of Issue.	When Due.				
1st Mortgage,	1892	1942	\$7,250,000	\$6,250,000	\$6,250,000	\$6,250,000
Income Firsts,	1892	1952	1,750,000	1,750,000	1,750,000	1,750,000
Income Sec'ds,	1892	1952	2,100,000	2,100,000	2,100,000	2,100,000
Total:						
Mtge. Bonds,	.....	.....	\$7,250,000	\$6,250,000	\$6,250,000	\$6,250,000
Income Bonds,	.....	.....	3,850,000	3,850,000	3,850,000	3,850,000
Total, .	.....	.....	\$11,100,000	\$10,100,000	\$10,100,000	\$10,100,000

INTEREST.

None.

Recapitulation of Funded Debt.

Class of Debt.	Amount Issued.	Amount Outstanding.
Mortgage Bonds (p. 264),	\$6,250,000	\$6,250,000
Income Bonds (p. 264),	3,850,000	3,850,000
Total,	\$10,100,000	\$10,100,000

Current Assets and Liabilities.

Cash and Current Assets Available for Payment of Current Liabilities.	Current Liabilities Accrued to and Including June 30, 1899.
Cash, \$34,645.92	Audited Vouchers and Ac-
Due from Agents, 1,500.82	counts, P., R. & N. E.,
	\$23,189.96, \$24,727.52
Total Cash and Current	Net Traffic Balances due
Assets, \$36,146.74	to other Companies, 56,314.78
Balance Current Liabilities, 45,416.51	Miscellaneous, 520.95
Total, \$81,563.25	Total, \$81,563.25

Materials and supplies on hand, \$47,851.94.

Recapitulation.

a. For mileage owned by road making this report :

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock (p. 263), .	\$6,600,000	\$6,600,000	57.60	\$114,583
Bonds (p. 264), . . .	10,100,000	10,100,000	57.60	175,347
Total,	\$16,700,000	\$16,700,000	57.60	\$289,930

b. For mileage operated by road making this report (trackage rights excluded), the operations of which are included in the Income Account (p. 267):

Name of Road.	Capital Stock.	Funded Debt.	Total.	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
Phila., Reading & New England,	\$6,600,000	\$10,100,000	\$16,700,000	57.60	\$289,930
Hartford & Conn. Western, .	2,707,700	700,000	3,407,700	109.75	31,050
Dutchess County,	300,000	350,000	650,000	12.40	52,419
Total,	\$9,607,700	\$11,150,000	\$20,757,700	179.75	\$115,481

Cost of Road, Equipment, and Permanent Improvements.

Item.	Total. June 30, 1898.	Total. June 30, 1899.	Cost Per Mile.
Construction:			
Engineering,			
Right of Way and Station Grounds,			
Real Estate,			
Grading,			
Tunnels,			
Bridges, Trestles, and Culverts,			
Ties,			
Rails,			
Track Fastenings,			
Frogs and Switches,			
Ballast,			
Track Laying and Surfacing,			
Fencing Right of Way,			
Crossings, Cattle Guards, and Signs,	\$15,796,209.77	\$15,796,209.77	P., R. & N. E. R. R., Receiver.
Interlocking or Signal Apparatus,			
Telegraph Lines,			
Station Buildings and Fixtures,	21,052.38	21,052.38	
Shops, Roundhouse, and Turntables,			
Shop Machinery and Tools,			
Water Stations,			
Fuel Stations,			
Grain Elevators,			
Storage Warehouses,			
Docks and Wharves,			
Electric-Light Plants,			
Electric-Motive-Power Plants,			
Gas-Making Plants,			
Miscellaneous Structures,			
Legal Expenses,			
Interest and Discount,			
General Expenses,			
Total Construction,	\$15,817,262.15	\$15,817,262.15	\$274,605.24
Equipment:			
Locomotives,			
Passenger Cars,			
Sleeping, Parlor, and Dining Cars,			
Baggage, Express, and Postal Cars,	375,421.97	375,421.97	P., R. & N. E. R. R., Receiver.
Combination Cars,			
Freight Cars,	178,658.20	178,658.20	
Others of all classes,			
Floating Equipment,			
Total Equipment,	\$554,080.17	\$554,080.17	\$9,619.45
Total Cost Construction, Equipm't, etc.,	\$16,371,342.32	\$16,371,342.32	\$284,224.69

Income Account.

Gross Earnings from Operation (p. 267),	\$373,411.75	
Less Operating Expenses (p. 269),	254,994.64	
Income from Operation,		\$118,417.11
Total Income,		\$118,417.11
Deductions from Income:		
Interest on Real Estate Mortgages,	\$280.97	
Rents Paid for Lease of Road (p. 269),	46,773.15	
Taxes,	32,053.76	
Total Deductions from Income,		79,107.88
Net Income,		\$39,309.23
Surplus from Operations of Year ending June 30, 1899,		\$39,309.23
Surplus on June 30, 1898 [from "General Balance Sheet," 1898 Report],		\$170,868.72
Surplus on June 30, 1899 [for entry on "General Balance Sheet"] (p. 271),		\$210,177.95

Earnings from Operation.

Item.	Total Receipts.	Deductions, Act. of Repayments, etc.	Actual Earnings.
Passenger :			
Passenger Revenue,	\$104,723.76		
Less repayments:			
Tickets redeemed,		\$146.04	
Excess fares refunded,		620.15	
Total Deductions,		\$766.19	
Total Passenger Revenue,			\$103,957.57
Mail,			5,604.42
Express,			11,383.97
Milk,			10,636.47
Total Passenger Earnings,			\$131,582.43
Freight :			
Freight Revenue,	242,621.56		
Less repayments :			
Overcharge to shippers,		6,559.89	
Total Freight Revenue,			\$236,061.67
Total Freight Earnings,			236,061.67
Total Pass. and Freight Earnings,			\$367,644.10
Other Earnings from Operation :			
Rents not otherwise provided for,	5,767.65		
Total Other Earnings,			5,767.65
Total Gross Earnings from Operation,			\$373,411.75

Stocks Owned.

Name.	Total Par Value.	Valuation.
Hartford & Conn. Western Railroad Company, .	\$1,390,200.00	\$900,063.00

Bonds Owned.

None.

Rentals Received.

None.

Miscellaneous Income.

None.

Operating Expenses.

Item.	Amount.
Maintenance of Way and Structures :	
Repairs of Roadway,	\$31,900.52
Renewals of Ties,	10,054.33
Repairs and Renewals of Bridges and Culverts,	15,905.50
Repairs and Renewals of Fences, Road Crossings, Signs, and Cattle Guards,	1,773.95
Repairs and Renewals of Buildings and Fixtures,	3,464.82
Stationery and Printing,	101.21
Total,	\$63,200.33
Maintenance of Equipment :	
Superintendence,	2,199.19
Repairs and Renewals of Locomotives,	15,226.54
Repairs and Renewals of Passenger Cars,	4,090.46
Repairs and Renewals of Freight Cars,	14,195.04
Repairs and Renewals of Shop Machinery and Tools,	533.75
Stationery and Printing,	100.35
Total,	\$36,345.33
Conducting Transportation :	
Superintendence,	3,436.73
Engine and Roundhouse Men,	23,392.95
Fuel for Locomotives,	31,810.82
Water Supply for Locomotives,	2,021.66
Oil, Tallow, and Waste for Locomotives,	971.85
Train Service,	20,207.38
Train Supplies and Expenses,	378.81
Switchmen, Flagmen, and Watchmen,	5,018.03
Telegraph Expenses,	4,183.91
Station Service,	21,260.45
Station Supplies,	2,041.46
Car Mileage—Balance,	12,114.98
Loss and Damage,	913.71
Injuries to Persons,	645.35
Clearing Wrecks,	431.98
Advertising,	416.83
Rents for Tracks, Yards, and Terminals (p. 269),	560.27
Rents of Buildings and other Property,	1,068.87
Stationery and Printing,	1,619.48
Total,	\$132,495.52

Operating Expenses.—Continued.

Item.	Amount.
General Expenses :	
Salaries of General Officers,	\$6,486.00
Salaries of Clerks and Attendants,	4,304.94
Insurance,	1,238.00
Law Expenses,	6,718.58
Stationery and Printing (General Offices),	210.06
Other Expenses,	3,995.88
Total,	\$22,953.46
Recapitulation of Expenses :	
Maintenance of Way and Structures,	63,200.33
Maintenance of Equipment,	36,345.33
Conducting Transportation,	132,495.52
General Expenses,	22,953.46
Grand Total,	\$254,994.64

Percentage of Expenses to Earnings — Entire Line, .68287.

Rentals Paid.*a.* Rents paid for lease of road :

Name of Road.	Interest on Bonds Guaranteed.	Dividends on Stock Guaranteed.	Cash.	Total.
Hartford & Conn. Western,	\$19,753.42	\$14,677.26	\$559.14	\$34,989.82
Dutchess County, . . .	11,783.33	.....	.....	11,783.33
Total Rents, . . .	\$31,536.75	\$14,677.26	\$559.14	\$46,773.15

b. Rents paid for lease of tracks, yards, and terminals:

Designation and Situation of Property Leased.	Name of Company Owning Property Leased.	Total.
Tracks: State Line & Millerton, N. Y.,	Newburgh, Dutchess & Conn.,	\$560.27

Comparative General Balance Sheet.

(P., R. & N. E. R. R. Co.)

Total, June 30, 1898.	Assets.	Total, June 30, 1899.
\$15,796,209.77	Cost of Road (p. 266),	\$15,796,209.77
375,421.97	Cost of Equipment (p. 266),	375,421.97
900,063.00	Stocks Owned (p. 268),	900,063.00
438,904.89	Other Assets turned over to Receiver,	438,904.89
541,807.01	Profit and Loss,	541,807.01
\$18,052,406.64	Grand Total,	\$18,052,406.64

Total, June 30, 1898.	Liabilities.	Total, June 30, 1899.
\$6,600,000.00	Capital Stock (p. 263),	\$6,600,000.00
10,100,000.00	Funded Debt (p. 264),	10,100,000.00
1,352,406.64	Current Liabilities,	1,352,406.64
\$18,052,406.64	Grand Total,	\$18,052,406.64

(Receiver's General Balance Sheet.)

Total, June 30, 1898.	Assets.	Total, June 30, 1899.	Increase Year ending June 30, 1899.	Decrease Year ending June 30, 1899.
\$21,052.38	Construction,	\$21,052.38	.....	.....
178,658.20	Equipment,	178,658.20	.....	.....
7,546.61	Real Estate,	7,546.61	.....	.....
35,072.54	Machinery, Tools, etc.,	35,072.54	.....	.....
40,810.91	Betterments, H. & C. W. R. R.,	44,174.60	\$3,363.69	.....
67,528.10	Cash and Current Assets,	36,146.74	.....	\$31,381.36
47,830.66	Balance Account prior Receiver, . . . . .	.....	.....	47,830.66
126,743.89	Bills prior Receiver,	126,755.37	11.48	.....
34,335.89	Expenditures undistributed,	93,011.76	58,675.87	.....
54,261.20	Material and Supplies,	47,851.94	.....	6,409.26
.....	Dutchess Co. R. R.,	1,389.52	1,389.52	.....
\$613,840.38	Grand Total,	\$591,659.66	\$63,440.56	\$85,621.28

Receiver's General Balance Sheet. — *Continued.*

Total, June 30, 1898.	Liabilities.	Total, June 30, 1899.	Increase Year ending June 30, 1899.	Decrease Year ending June 30, 1899.
\$442,971.66	Current Liabilities, . . .	\$81,563.25	.....	\$361,408.41
.....	Balance Account prior Re-	299,918 46	\$299,918.46	.....
170,868.72	ceiver, . . .	210,177.95	39,309.23	.....
	Profit and Loss (p. 267), . .			
\$613,840.38	Grand Total, . . .	\$591,659.66	\$339,227.69	\$361,408.41

Contracts, Agreements, etc.

Adams Express Company — 40 per cent. of gross receipts accrue to Railroad Company.

Mails — United States Government — Compensation based on service and weight of mails.

Western Union Telegraph Company owns and operates entire telegraph line. Railroad Company has use of same for railroad business.

Security for Funded Debt.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of Mortgage per Mile of Line.	*What Income and Securities Mortgaged.
	From —	To —	Miles.		
Mortgage, .	Campbell Hall, N. Y.,	Silvernails, N. Y.	57.60	\$175,347.00	All

* When earned, 5 per cent. on \$1,750,000; 5 per cent. on \$2,100,000.

Employees and Salaries.

Class.	Num- ber.	Total Number of Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
General Officers,	4	824	\$6,486.00	\$7.87
General Office Clerks,	11	2,219	4,304.94	1.94
Station Agents,	40	7,816	10,599.37	1.36
Other Station Men,	34	6,250	8,628.82	1.38
Enginemen,	24	3,656	13,768.02	3.77
Firemen,	21	3,163	6,494.42	2.05
Conductors,	17	3,348	9,364.21	2.80
Other Trainmen,	43	6,864	11,957.75	1.88
Machinists,	29	4,002	8,273.45	2.06
Carpenters,	21	3,362	7,589.20	2.26
Other Shopmen,	47	11,486	18,896.32	1.65
Section Foremen,	32	6,118	8,784.79	1.44
Other Trackmen,	65	17,931	22,824.74	1.27
Switchmen, Flagman and Watchmen,	13	3,442	5,711.85	1.66
Telegraph Operators and Dispatchers,	9	2,023	3,160.94	1.56
All other Employees and Laborers,	23	4,252	9,536.81	2.24
Total (including "General Officers"),	433	86,206	\$156,381.63	\$1.81
Less "General Officers,"	4	824	6,486.00	7.87
Total (excluding "General Officers"),	429	85,382	\$149,895.63	\$1.76
Distribution of above:				
General Administration,	15	3,043	10,790.94	3.55
Maintenance of Ways and Structures,	123	31,775	47,316.35	1.49
Maintenance of Equipment,	94	11,370	21,633.76	1.90
Conducting Transportation,	201	40,018	76,640.58	1.92
Total (including "General Officers"),	433	86,206	\$156,381.63	\$1.81
Less "General Officers,"	4	824	6,486.00	7.87
Total (excluding "General Officers"),	429	85,382	\$149,895.63	\$1.76
Total (including "General Officers"),— Entire Line, }	433	86,206	\$156,381.63	\$1.81

Passenger and Freight, and Train Mileage.—Entire Line.

Item.	Tonnage, No. Passengers, No. Trains, Mileage, No. Cars.	REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic:				
No. of passengers carried earning revenue,	305,839			
No. of passengers carried one mile,	4,249,524			
No. of passengers carried one mile per mile of road,	23,478			
Average distance carried,	13.89			
Total passenger revenue,		\$103,957	57	
Average amt. received from each passenger,			33	991
Average receipts per passenger per mile,			02	446
Total passenger earnings,		131,582	43	
Passenger earnings per mile of road,		726	97	
Passenger earnings per train mile,			70	360
Freight Traffic:				
No. tons carried of freight earning revenue,	385,151			
No. of tons carried one mile,	25,234,404			
No. tons carried one mile per mile of road,	139,417			
Average distance haul of one ton,	65.51			
Total freight revenue,		236,061	67	
Average amt rec'd for each ton of freight,			61	291
Average receipts per ton per mile,				935
Total freight earnings,		236,061	67	
Freight earnings per mile of road,		1,304	21	
Freight earnings per train mile,		1	46	942
Passenger and Freight:				
Passenger and freight revenue,		340,019	24	
Pass. and freight revenue per mile of road,		1,878	56	
Passenger and freight earnings,		367,644	10	
Pass. and freight earnings per mile of road,		2,031	18	
Gross earnings from operation,		373,411	75	
Gross earn'gs from operation per mile of road,		2,063	05	
Gross earnings from operation per train mile,		1	07	410
Operating expenses,		254,994	64	
Operating expenses per mile of road,		1,408	81	
Operating expenses per train mile,			73	348
Income from operation,		118,417	11	
Income from operation per mile of road,		654	24	
Train Mileage:				
Miles run by passenger trains,	187,001			
Miles run by freight trains,	160,650			
Total mileage trains earning revenue,	347,651			
Miles run by switching trains,	35,698			
Miles run by construction and other trains,	20,777			
Grand Total Train Mileage,	404,126			
Mileage of loaded freight cars, North or East,	1,314,475			
Mileage of loaded freight cars, South or West,	438,158			
Mileage of empty freight cars, North or East,	18,597			
Mileage of empty freight cars South or West,	1,013,341			
Average number of freight cars in train,	22.83			
Average number of loaded cars in train,	18.57			
Average number of empty cars in train,	9.48			
Average number of tons of freight in train,	160			
Average No. tons of freight in each loaded car,	12			

Switching trains, $7\frac{1}{2}$ miles per hour.

Freight Traffic Movements.

Commodity.	Freight Originating on this Road.	Freight Received from Con- necting Roads and other Carriers.	TOTAL FREIGHT TONNAGE.	
	Whole Tons.	Whole Tons.	Whole Tons.	Per Cent.
Products of Agriculture:				
Grain,	6,140	5,882	12,022	3.12
Flour,	1,232	2,422	3,654	.95
Other Mill Products,	1,657	5,536	7,193	1.87
Hay,	4,422	1,314	5,736	1.49
Tobacco,	100	28	128	.03
Cotton,	173	2,274	2,447	.64
Fruit and Vegetables,	3,373	1,057	4,430	1.15
Products of Animals:				
Live Stock,	452	504	956	.25
Dressed Meats,	1,808	89	1,897	.49
Other Packing-House Products,	15	114	129	.03
Poultry, Game, and Fish,	18	164	182	.05
Wool,	69	687	756	.19
Hides and Leather,	195	1,139	1,334	.35
Products of Mines:				
Anthracite Coal, . . . . .	.....	156,385	156,385	40.60
Bituminous Coal, . . . . .	.....	79,218	79,218	20.57
Coke, . . . . .	.....	413	413	.11
Ores,	8,886	794	9,680	2.52
Stone, Sand, and other like articles,	1,474	5,285	6,759	1.75
Products of Forest:				
Lumber,	11,523	6,209	17,732	4.60
Charcoal,	510	2,141	2,651	.69
Manufactures:				
Petroleum and other Oils,	1,114	443	1,557	.40
Sugar, . . . . .	.....	61	61	.02
Iron, Pig and Bloom,	5,015	4,851	9,866	2.56
Iron and Steel Rails,	729	1,728	2,457	.64
Other Castings and Machinery,	1,471	3,917	5,388	1.40
Bar and Sheet Metal,	209	2,192	2,401	.62
Cement, Brick, and Lime,	11,928	1,880	13,808	3.59
Agricultural Implements,	63	32	95	.02
Wagons, Carriages, Tools, etc.,	2,540	1,025	3,565	.93
Wines, Liquors, and Beers,	504	607	1,111	.29
Household Goods and Furniture,	242	120	362	.09
Merchandise,	8,984	3,259	12,243	3.18
Miscellaneous:				
Other commodities not mentioned above,	11,428	7,107	18,535	4.81
Total Tonnage,	86,274	298,877	385,151	100.00

Description of Equipment.

Item.	Total No. at End of Year.	EQUIPMENT FITTED WITH TRAIN BRAKES.		EQUIPMENT FITTED WITH AUTOMATIC COUPLERS.	
		No.	Name.	No.	Name.
Locomotives—Owned and Leased:					
Passenger,	13 {	1	Eames Vac.	3	Tower
Freight,	22 {	12	Westinghouse	18	“
		20	“	“	“
		2	American S. B.	1	“
Switching,	1	1	“	1	“
Total Locomotives in Service, .	36	36	.....	22	.....
Cars — Owned and Leased:					
In Passenger Service —					
First-class Cars,	11	11	Westinghouse	11	Miller
Second-class Cars,	5	5	“	5	“
Combination Cars,	5	5	“	3	“
				1	Gould
				1	Tower
Baggage, Express, and Postal	9	9	“	5	Miller
Cars,				2	Gould
				1	Thurmond
				1	Janney
Total,	30	30	.....	30	.....
In Freight Service —					
Box Cars,	122	42	Westinghouse	66	Gould
Flat Cars, Ore, and Stone,	39	“	“	12	Tower
Stock Cars,	4	1	Westinghouse	2	Gould
Coal Cars,	214	20	“	124	“
				33	Tower
Total,	379	63	.....	237	.....
In Company's Service —					
Gravel Cars,	44	“	“	“	“
Derrick Cars,	2	2	Westinghouse	2	Tower
Caboose Cars,	18	“	“	1	“
Other Road Cars,	9	“	“	“	“
Total,	73	2	.....	3	.....
Total Cars in Service,	482	“	.....	“	.....
Total Cars Owned,	482	“	.....	“	.....

Mileage.*a.* Mileage of road operated (all tracks):

Line in Use.	Line Represented by Capital Stock, Main Line.	Line Operated under Lease.	Line Operated under Trackage Rights.	Total Mileage Operated.	Steel Rails.
Miles of Single Track, . . .	57.60	122.15	1.25	181.00	179.75
Miles of Second Track, . . .	4.60	.....	....	4.60	4.60
Miles of Yard Track and Sidings, }	15.75	26.85	....	42.60	42.60
Total Mileage Operated (all tracks), . . . }	77.95	149.00	1.25	228.20	226.95

b. Mileage of line operated by States and Territories (single track):

State or Territory.	Line Represented by Capital Stock, Main Line.	Line Operated under Lease.	Line Operated under Trackage Rights.	Total Mileage Operated.	Steel Rails.
New York,	57.60	54.90	1.25	113.75	112.50
Connecticut, . . . . .	....	67.25	....	67.25	67.25
Total Mileage operated, . . .	57.60	122.15	1.25	181.00	179.75

c. Mileage of line owned by States and Territories (single track):

State or Territory.	Line Represented by Capital Stock, Main Line.	Total Mileage Owned.	Steel Rails.
New York,	57.60	57.60	57.60

Renewals of Rails and Ties.

NEW RAILS LAID DURING YEAR.

None.

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average Price at Distributing Point.
Chestnut and white oak,	27,649	36 cents.

Consumption of Fuel by Locomotives.

Locomotives.	COAL—TONS.		Total Fuel Consumed—Tons.	Miles Run.	Average Pounds Consumed Per Mile.
	Anthracite.	Bituminous.			
Passenger,	121	4,879	5,000	187,001	53.48
Freight, . . . . .	.....	11,189	11,189	160,650	139.80
Switching,	44	1,401	1,445	35,698	80.96
Construction, . . . . .	.....	850	850	20,777	81.82
Total,	165	18,319	18,484	404,126	91.48
Average Cost at dis. point,	\$2.56	\$1.60			

Wood. — Old ties used exclusively.

Accidents to Persons.

Employes, none.

OTHERS.

Kind of Accidents.	TRESPASSING.		TOTAL.	
	Killed.	Injur'd.	Killed.	Injur'd.
At Stations,	1	1	1	1

August 8, 1898. H. Schumaker, trespasser, killed while stealing ride on freight train ; jumped from train, while moving, near Bloomfield.

October 28, 1898. Fred. Lane, trespasser, injured while stealing ride on freight car in Hartford yard.

Characteristics of Road.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.		
			Number of Curves.	Aggregate Length of Curved Line. Miles.	Length of Straight Line. Miles.
From —	To —	Miles.			
Campbell Hall, .	Silvernails.	57.60	88	15.44	42.16
Hartford, .	Rhinecliff.	109.75	333	49.76	59.99
Poughkeepsie, .	Hopewell.	12.40	23	3.39	9.01
Total,		179.75	444	68.59	111.16

PROFILE.

Length of Level Line. Miles.	ASCENDING GRADES.			DESCENDING GRADES.		
	No.	Sum of Ascents. Feet.	Aggregate length of Ascending Grade. Miles.	No.	Sum of Descents. Feet.	Aggregate length of Descending Grades. Miles.
19.57	28	673.9	22.24	19	545.1	15.79
14.50	75	1,941.1	44.95	83	1,969.2	50.30
2.60	8	210.0	5.50	7	154.0	4.30
36.67	111	2,825.0	72.69	109	2,668.3	70.39

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.	
		Feet.	Inches.	Feet.	Inches.	Feet.	Inches.
Bridges:							
Stone, . .	2	24	..	12	..	12	..
Iron, .	92	10,726	3	6	..	6,767	3
Wooden, .	118	3,595	4	6	..	255	..
Total,	212	14,345	7	..	..	..	..
Trestles, . .	57	13,904	7	..	..	..	..

Characteristics of Road.—*Continued.***OVERHEAD CROSSINGS.**

Item.	Number.	HEIGHT OF LOWEST ABOVE SURFACE OF RAIL.	
		Feet.	Inches.
Overhead Highway Crossings:			
Bridges,	15	16	9
Overhead Railway Crossings:			
Bridges,	2 Trolley	..	..

GAUGE OF TRACK — 4 feet, 8½ inches; 57.60 miles.

Telegraph.

Owned by another company, but located on property of road making this report:

Miles of Line.	Miles of Wire.	Name of Owner.	Name of Operating Company.
181	445	Western Union Tel. Co.	Western Union Tel. Co.

Car Mileage.

Paid or allowed for rolling stock not the property of railroads nor consigned for use by lease :

CARS USED.		COMPENSATION.	
Name of Owner.	Description.	Rate.	Amount.
Armour Car Lines,	Refrigerator,	3/4	\$83.36
Armour Car Lines,	Box,	6/10	9.80
Arms Palace Horse Car Co.,	Horse,	6/10	9.51
American Cereal Company Despatch,	Box,	6/10	1.34
American Refrigerator Transit Co.,	Refrigerator,	3/4	.40
Barber Asphalt Paving Co.,	Flat,	6/10	.98
Commerce Despatch Line,	Box,	6/10	20.23
Cold Blast Transportation Co.,	Refrigerator,	3/4	2.12
Chicago Refrigerator Car Line,	Refrigerator,	3/4	1.32
Chicago, N. Y. and Boston Refrig. Line,	Refrigerator,	3/4	1.88

Car Mileage.—Continued.

CARS USED.		COMPENSATION.	
Name of Owner.	Description.	Rate.	Amount..
Continental Fruit Express,	Refrigerator,	3/4	\$2.79
Efros, Charles Co.,	Tank,	3/4	2.12
Hudson Oil Works,	Tank,	3/4	1.92
Hammond Refrigerator Line,	Refrigerator,	3/4	1.06
Jackson, Sharp & Co.,	Flat,	6/10	.13
Kansas City Fruit Express,	Refrigerator,	3/4	1.11
Lupton Refrigerator Line,	Refrigerator,	3/4	.81
Merchants Despatch Trans. Co., . . .	Refrigerator,	3/4	71.47
Merchants Despatch Trans. Co., . . .	Box,	6/10	62.22
Mather Horse and Stock Car Co., . .	Stock,	6/10	3.79
Nelson, Morris Co.,	Refrigerator,	3/4	21.83
National Rolling Stock Co.,	Box,	6/10	1.18
New England Car Co.,	Stock,	6/10	.53
Swift's Refrigerator Line,	Refrigerator,	3/4	2.62
Swift's Refrigerator Line,	Box,	6/10	1.23
Swift's Live Stock Express,	Stock,	6/10	5.11
Titusville Oil Works,	Tank,	3/4	1.72
Union Tank Line,	Tank,	3/4	25.47
Union Refrigerator Transit Co., . . .	Refrigerator,	3/4	1.70
Venice Transportation Co.,	Box,	6/10	3.89
Total,			\$293.64

Oath.

STATE OF CONNECTICUT, }
COUNTY OF HARTFORD, } ss.

HARTFORD, August 29, 1899.

W. J. Martin, Superintendent for the Receiver of the Philadelphia, Reading and New England Railroad, being duly sworn, deposes and says, that the foregoing statements have been compiled from the books and records of this Company, and, after careful examination of the same, declare them to be a true, full, and correct exhibit of the transactions of said Company during the year ending the thirtieth day of June, 1899, as well as of its financial condition and affairs on the said date, to the best of his knowledge and belief.

W. J. MARTIN.

Subscribed and sworn to before me this 29th day of August, 1899.

ARTHUR B. PECK,
Notary Public.

Oath.

STATE OF NEW YORK, }
COUNTY OF NEW YORK, } ss.

The undersigned, James K. O. Sherwood, Receiver of the Philadelphia, Reading and New England Railroad Company, on his oath does say that the foregoing return has been prepared, under his direction, from the original books, papers, and records of said Company; that he has carefully examined the same, and declares the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of his knowledge, information, and belief; and he further says that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

JAMES K. O. SHERWOOD,
Receiver.

Subscribed and sworn to before me this 30th day of August, 1899.

JOHN C. MCGROARTY,
Notary Public Kings Co., certificate filed in New York Co.

RIDGEFIELD & NEW YORK RAILROAD COMPANY.

History.

Name of common carrier making this report: Ridgefield & New York Railroad Company.

Date of organization: June 1, 1869.

Under laws of what Government, State, or Territory organized: Connecticut and New York. Chartered by the Legislature of Connecticut, June 4, 1867. Amendments to charter in Connecticut, July 5, 1870; July 6, 1870; July 1, 1874; February 24, 1880; April 2, 1884; February 19, 1886; May 15, 1889; April 4, 1895, and June 6, 1899. Chartered by the State of New York May 6, 1872, Chap. 553, and April 12, 1893, Chap. 207.

Organization.

Names of Directors.	Post-office Address.	Date of Expiration of Term.		
R. J. WALSH,	Greenwich, Conn.,	1st Tuesday of June, 1900.		
CECIL C. HIGGINS,	69 Wall St., N. Y. City,	"	"	"
WM. J. MEAD,	Greenwich, Conn.,	"	"	"
CORNELIUS J. MEAD,	"	"	"	"
HIRAM K. SCOTT,	Ridgefield,	"	"	"
WM. H. BEERS,	"	"	"	"
LOUIS L. VALDEN,	"	"	"	"
HIRAM K. SCOTT, Jr.,	"	"	"	"
GEORGE G. SCOTT,	"	"	"	"

Total number of stockholders at date of last election: 99.

Date of last meeting of stockholders for election of directors: June 6, 1899.

Post-office address of general office: Ridgefield, Conn.

Name and address of officer to whom correspondence regarding this report should be addressed: Hiram K. Scott, Secy. and Treas., Ridgefield, Conn.

Officers.

Title.	Name.	Location of Office.
Chairman of the Board,	R. J. WALSH,	Greenwich, Conn.
President,	R. J. WALSH,	"
First Vice-President,	CECIL C. HIGGINS,	69 Wall St., N. Y. City.
Secretary and Treasurer,	HIRAM K. SCOTT,	Ridgefield, Conn.

Property Operated.

Projected road.

Property Leased, or Otherwise Assigned for Operation.

Projected road.

Capital Stock.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Common,	25,000	\$50.00	\$1,250,000.00	\$261,800.00

Manner of Payment for Capital Stock.	Number Shares Issued during Year.	Cash Realized on Amount Issued during Year.	Total Number Shares Issued and Outstanding.	Total Cash Realized.
Issued for Cash: Common,	200	\$10,000.00	4,308	\$215,400.00
Issued for stock of delinquent subscribers sold at auction, . . . . .	....	.....	928	14,300.00
Total,		\$10,000.00	5,236	\$229,700.00

Recapitulation.

For mileage owned by road making this report:

Account.	Total Amount Outstanding.	AMOUNT PER MILE OF LINE.	
		Miles.	Amount.
Capital Stock (p. 283),	\$261,800.00	30.45	\$8,597.69

Cost of Road, Equipment, and Permanent Improvements.

Item.	Expenditures during year not included in Operating Expenses, charged to Construction or Equipment.	Total. June 30, 1898.	Total. June 30, 1899.	Cost per Mile.
Construction:				
Engineering, . . . . .	.....	\$15,097.97	\$15,097.97	\$495.82
Right of Way and Station Grounds,		15,980.50	15,980.50	524.81
Grading, . . . . .	.....	154,767.04	154,767.04	5,082.66
General Expenses,	\$10,000.00	35,014.65	45,014.65	1,478.31
Total Construction,	\$10,000.00	\$220,860.16	\$230,860.16	\$7,581.60

Comparative General Balance Sheet.

Total, June 30, 1898.	Assets.	Total, June 30, 1899.	Increase Year ending June 30, 1899.
\$220,860.16	Cost of Road (p. 283), . . .	\$230,860.16	\$10,000.00
30,939.84	Profit and Loss, . . .	30,939.84	.....
\$251,800.00	Grand Total, . . .	\$261,800.00	\$10,000.00

Total, June 30, 1898.	Liabilities.	Total, June 30, 1899.	Total Increase June 30, 1899.
\$251,800.00	Capital Stock (p. 283), . . .	\$261,800.00	\$10,000.00

Oath.

STATE OF CONNECTICUT, }
COUNTY OF FAIRFIELD, } ss.

We, the undersigned, R. J. Walsh, President, and Hiram K. Scott, Treasurer, of The Ridgefield & New York Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

R. JAY WALSH,
President.

HIRAM K. SCOTT,
Treasurer.

Subscribed and sworn to before me this 12th day of September, 1899.

WILBUR S. WRIGHT,
Notary Public.

SOUTH MANCHESTER RAILROAD CO.

History.

Name of common carrier making this report: South Manchester Railroad Company.

Date of organization: May Session, 1866.

Under laws of what Government, State, or Territory organized? State of Connecticut.

Organization.

Names of Directors.	Post-office Address.	Expiration of Term.
F. W. CHENEY,	South Manchester, Conn.,	Until successor is appointed.
R. O. CHENEY,	" "	" "
HARRY G. CHENEY,	" "	" "
FRANK CHENEY, JR.,	" "	" "
CHARLES S. CHENEY,	" "	" "

Total number of stockholders at date of last election: 9.

Date of last meeting of stockholders for election of directors: January 31, 1898.

Post-office address of general office: South Manchester, Conn.

Post-office address of operating office: South Manchester, Conn.

Name and address of officer to whom correspondence regarding this report should be addressed: Richard O. Cheney, Secretary and General Manager, South Manchester, Conn.

Officers.

Title.	Name.	Location of Office.
President,	F. W. CHENEY,	South Manchester, Conn.
Secretary,	RICHARD O. CHENEY,	" "
Treasurer,	CHARLES S. CHENEY,	" "
Attorney or Gen. Counsel,	OLIN R. WOOD,	Manchester, "
General Manager,	RICHARD O. CHENEY,	South Manchester, "
Chief Engineer,	GEORGE S. REED,	" "
General Freight Agent,	CHARLES S. CHENEY,	" "

Property Operated.

Name of every Railroad the operations of which are included in the Income Account (p. 287):

Name.	TERMINALS.		Miles of Line for each Road Named.
	From—	To—	
South Manchester Railroad,	South Manchester,	Manchester,	2.25

Capital Stock.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Common,	400	\$100.00	\$40,000.00	\$40,000.00

Manner of Payment for Capital Stock.	Total Number Shares Issued and Outstanding.	Total Cash Realized.
Issued for Cash: Common,	400	\$40,000.00

Funded Debt.

None.

Recapitulation of Funded Debt.

None.

Current Assets and Liabilities.

Cash and Current Assets available for Payment of Current Liabilities.		Current Liabilities accrued to and including June 30, 1899.	
Current Liabilities,	\$17,177.32	Loans and Bills Payable,	\$17,177.32

Material and supplies on hand, \$1,291.21.

Recapitulation.*a.* For mileage owned by road making this report:

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock (p. 286),	\$40,000.00	\$40,000.00	2.25	\$17,777.77

b. For mileage operated by road making this report (trackage rights excluded), the operations of which are included in Income Account (p. 287):

Name of Road.	Capital Stock.	AMOUNT PER MILE OF LINE.	
		Miles.	Amount.
South Manchester Railroad, . . .	\$40,000.00	2.25	\$17,777.77

Cost of Road, Equipment, and Permanent Improvements.

Item.	Total Cost to June 30, 1898.	Total Cost to June 30, 1899.	Cost per Mile.
Total Construction,	\$87,057.57	\$87,057.57	\$38,692.25
Total Equipment,	25,817.92	25,817.92	11,474.63
Grand Total Cost Construction, Equip- ment, etc., }	\$112,875.49	\$112,875.49	\$50,166.88

Income Account.

Gross Earnings from Operation (p. 288),	\$13,138.41	
Less Operating Expenses (p. 289),	12,753.61	
Income from Operation,		\$384.80
Deductions from Income :		
Taxes,		338.37
Net Income,		\$46.43
Surplus from Operations of Year ending June 30, 1899,		\$46.43
Surplus on June 30, 1898 [from "General Balance Sheet," 1898 Report],		\$57,794.00
Surplus on June 30, 1899 [for entry on "General Balance Sheet"] (p. 290),		\$57,840.43

Earnings from Operation.

Item.	Actual Earnings.
Passenger :	
Passenger Revenue,	\$4,136.28
Express,	75.00
Extra Baggage and Storage,	12.45
Total Passenger Earnings,	\$4,223.73
Total Freight Revenue,	8,914.68
Total Passenger and Freight Earnings,	\$13,138.41
Total Gross Earnings from Operation, Entire Line,	\$13,138.41

Stocks Owned.

None.

Bonds Owned.

None.

Rentals Received.

None.

Miscellaneous Income.

None.

Operating Expenses.

Item.	Amount.
Maintenance of Way and Structures :	
Repairs of Roadway,	\$2,367.18
Renewals of Rails,	170.00
Renewals of Ties,	806.86
Repairs and Renewals of Fences, Road Crossings, Signs, and Cattle Guards,	141.02
Repairs and Renewals of Buildings and Fixtures,	145.59
Other Expenses—Heating Power-house,	45.00
Total,	\$3,675.65
Maintenance of Equipment :	
Repairs and Renewals of Locomotives,	\$63.07
Repairs and Renewals of Passenger Cars,	581.63
Repairs and Renewals of Shop Machinery and Tools,	19.36
Other Expenses—Partially Heating Cars,	23.00
Total,	\$687.06

Operating Expenses.—Continued.

Item.	Amount.
Conducting Transportation :	
Engine and Roundhouse Men,	\$2,453.00
Fuel for Locomotives,	1,106.56
Oil, Tallow, and Waste for Locomotives,	301.86
Train Service,	2,096.00
Switchmen, Flagmen, and Watchmen,	547.50
Station Supplies,	30.00
Stationery and Printing,	105.57
Total,	\$6,640.49
General Expenses :	
Salaries of General Officers,	1,373.38
Insurance,	118.09
Other Expenses,	258.94
Total,	\$1,750.41
Recapitulation of Expenses :	
Maintenance of Way and Structures,	3,675.65
Maintenance of Equipment,	687.06
Conducting Transportation,	6,640.49
General Expenses,	1,750.41
Grand Total,	\$12,753.61

Rentals Paid.

None.

Comparative General Balance Sheet.

Total, June 30, 1898.	Assets.	Total, June 30, 1899.	Decrease Year ending June 30, 1899.
\$87,057.57	Cost of Road (p. 287),	\$87,057.57	.....
25,817.92	Cost of Equipment (p. 287),	25,817.92	.....
851.05	Tools and Fixtures,	851.05	.....
1,667.42	Materials and Supplies,	1,291.21	\$376.21
\$115,393.96	Grand Total,	\$115,017.75	\$376.21

Comparative General Balance Sheet.—*Continued.*

Total, June 30, 1898.	Liabilities.	Total, June 30, 1899.	Increase Year ending June 30, 1899.	Decrease Year ending June 30, 1899.
\$40,000.00	Capital Stock (p. 286), .	\$40,000.00	.....	.....
17,599.96	Current Liabilities (p. 286), .	17,177.32	.....	\$422.64
57,794.00	Profit and Loss (p. 287), .	57,840.43	\$46.43	.....
\$115,393.96	Grand Total, . . .	\$115,017.75	\$46.43	\$422.64

Important Changes during the Year.

None.

Contracts, Agreements, etc.

None.

Security for Funded Debt.

None.

Employees and Salaries.

Class.	No.	Total No. of Days Worked.	Total Yearly Compen- sation.	Av. Daily Compen- sation.
Station Agent and Conductor, . . .	1	313	\$1,200.00	\$3.83
Other Station Men,	2	626	850.00	1.35
Enginemen,	2	626	1,878.00	3.00
Firemen,	2	626	939.00	1.50
Other Trainmen,	2	626	1,020.00	1.62
Section Foremen,	1	313	704.25	2.25
Other Trackmen,	2	626	1,095.50	1.75
Switchmen, Flagmen, and Watchmen, .	1	365	547.50	1.50
Total,	13	4,121	\$8,234.25	\$1.99
Distribution of Above:				
Maintenance of Way and Structures, .	3	939	1,799.75	1.91
Conducting Transportation,	10	3,182	6,434.50	2.02
Total,	13	4,121	\$8,234.25	1.99

Passenger and Freight, and Train Mileage, entire Line.

Item.	Tonnage, No. Passengers, No. Trains, Mileage, No. Car.	REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic:				
No. of passengers carried earning revenue,	95,081			
No. of passengers carried one mile,	213,932			
No. pass'ngrs carried 1 mile per mile of road,	95,081			
Average distance carried,	2.25			
Total passenger revenue (p. 288),		\$4,136	28	
Average am't received from each passenger,			4	350
Average receipts per passenger per mile,			1	933
Total passenger earnings (p. 288),		4,223	73	
Passenger earnings per mile of road,		1,877	21	
Passenger earnings per train mile,			30	72
Freight Traffic:				
No. tons carried of freight earning revenue,	30,749			
No. of tons carried one mile,	69,185			
No. of tons carried 1 mile per mile of road,	30,749			
Average distance haul of one ton,	2.25			
Total freight revenue (p. 288),		8,914	68	
Average am't received for each ton of freight,			28	991
Average receipts per ton per mile,			12	885
Total freight earnings (p. 288),		8,914	68	
Freight earnings per mile of road,		3,962	8	
Freight earnings per train mile,		4	43	516
Passenger and Freight:				
Passenger and freight revenue (p. 288),		13,050	96	
Pass. and freight revenue per mile of road,,		5,800	42	7
Passenger and freight earnings (p. 288),		13,138	41	
Pass. and freight earnings per mile of road,		5,839	29	
Gross earnings from operation (p. 287),		13,138	41	
Gross earn'gs from operation per mile of road,		5,839	29	
Gross earnings from operation per train mile,			81	833
Operating expenses (p. 287),		12,753	61	
Operating expenses per mile of road,		5,668	27	
Operating expenses per train mile,			79	436
Income from operation (p. 287),		46	43	
Income from operation per mile of road,		20	63	5
Train Mileage:				
Miles run by passenger trains,	14,045			
Miles run by freight trains,	2,010			
Total Mileage Trains Earning Revenue,	16,055			
Grand Total Train Mileage.	16,055			
Mileage of loaded freight cars—North or East,	1,017			
Mileage of loaded freight cars—South or West,	3,206			
Mileage of empty freight cars—North or East,	2,082			
Average number of freight cars in train,	7.90			
Average number of loaded cars in train,	5.29			
Average number of empty cars in train,	2.61			
Average number of tons of freight in train,	38.532			
Av. No. of tons of freight in each loaded car,	7.518			

Freight Traffic Movement.

Commodity.	Freight Originating on this Road.	Freight Re- ceived from Connecting Roads and Other Car- riers.	TOTAL FREIGHT TONNAGE.	
	Whole Tons.	Whole Tons.	Whole Tons.	Per Cent.
Miscellaneous: Total Tonnage,	3,176	27,573	30,749	.....

Cannot give details of freight.

Description of Equipment.

Item.	Total No. at End of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
		No.	Name.	No.	Name.
Total Locomotives in Service, .	2	2	West. Auto.	....	.....
Total Combination Cars, . .	4	4	West. Auto.	4	Miller.

Mileage.**a. Mileage of road operated (all tracks):**

Line in Use.	Total Mileage Operated.	Iron Rails.	Steel Rails.
Miles of single track,	2.25	.....	2.25
Miles of yard track and sidings,	2.41	1.08	1.33
Total mileage operated,	4.66	1.08	3.58

b. Mileage of line owned by States and Territories (single track):

State and Territory.	LINE REPRESENTED BY CAPITAL STOCK.		RAILS.	
	Main Line.	Branches and Spurs.	Iron.	Steel.
Connecticut, .	2.25	.....	....	2.25

Renewals of Rails and Ties.**NEW RAILS LAID DURING YEAR.**

None.

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average price at distributing point.
Chestnut,	1,495	42 cents.

Consumption of Fuel by Locomotives.

Locomotives.	Bituminous Coal—Tons.	Total Fuel Consumed — Tons.	Miles Run.	Average Pounds Consumed per Mile.
Passenger and Freight, . .	315	315	16,055	39.24

Average cost at distributing point, \$4.46.

Accidents to Persons.

None.

Characteristics of Road.**BRIDGES, TRESTLES, TUNNELS, ETC.**

Item.	Number.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.	
		Feet.	Inches.	Feet.	Inches.	Feet.	Inches.
Bridges: Iron,	2	38	..	18	..	20	..

OVERHEAD HIGHWAY CROSSINGS.

Item.	Number.	HEIGHT OF LOWEST ABOVE SURFACE OF RAIL.	
		Feet.	Inches.
Bridges,	1	19	10

GAUGE OF TRACK—4 feet, 8 $\frac{3}{4}$ inches; 2.25 miles.

Telegraph.

Owned by another company, but located on property of road making this report :

Miles of Line.	Miles of Wire.	Name of Owner.	Name of Operating Company.
2.25	6 75	Cheney Brothers.	Cheney Brothers.

Car Mileage.

None.

Oath.]

STATE OF CONNECTICUT, }
COUNTY OF HARTFORD, } ss.

WE, the undersigned, F. W. Cheney, President, and Charles S. Cheney, Treasurer, of the South Manchester Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company ; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief ; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts ; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

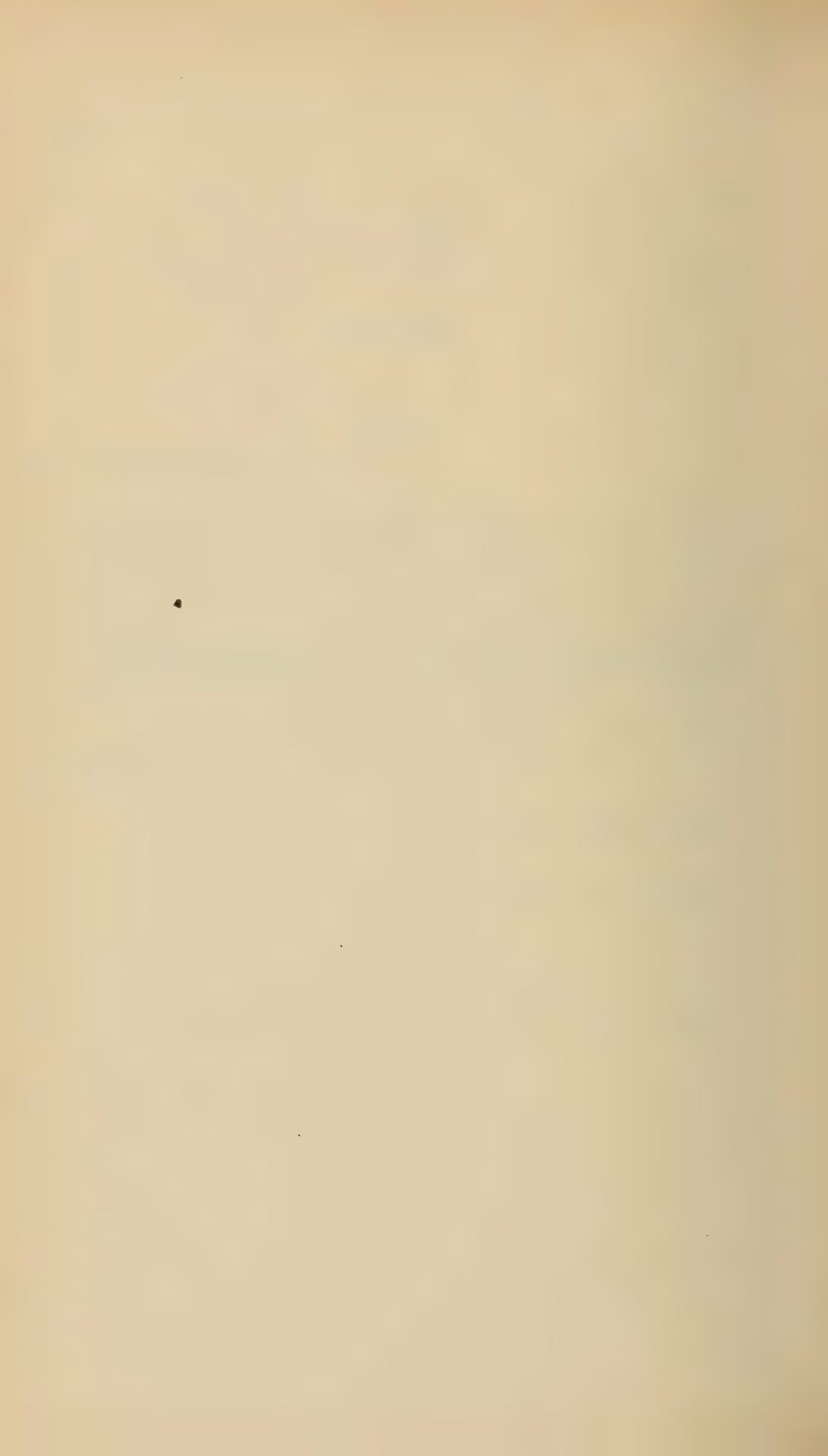
F. W. CHENEY,
President.

CHARLES S. CHENEY,
Treasurer.

Subscribed and sworn to before me this 18th day of September, 1899.

RICHARD O. CHENEY,
Notary Public.

STREET RAILROADS.



BRIDGEPORT TRACTION COMPANY.

History.

Name of company making this report? Bridgeport Traction Company.

Date of organization? July 19, 1893.

Under laws of what State organized? State of Connecticut.

If a consolidated company, name the constituent companies. Bridgeport Horse Railway Company; Bridgeport Railway Company; East End Railway Company.

Amendment of charter East End Railway Company, House Joint Resolution No. 540, approved June 2, 1893.

Amendment of charter Bridgeport Railway Company, House Joint Resolution No. 539, approved June 2, 1893.

Amendment of charter consolidation, July 14, 1893.

Incorporating Bridgeport Railway Company, General Assembly, January Session, 1893.

Corporate name and address of the company: The Bridgeport Traction Company, Bridgeport, Conn.

Name and Address of Principal Officers.

President,	ANDREW RADEL,	Bridgeport, Conn.
Vice-President,	H. M. DOREMUS,	Newark, N. J.
General Manager,	ANDREW RADEL,	Bridgeport, Conn.
Superintendent,	JAMES BUTLER,	" "
Treasurer,	WM. SCHEERER,	Newark, N. J.
Corporation Clerk,	T. L. WATSON,	Bridgeport, Conn.

Name and Residence of Directors Last Elected.

ANDREW RADEL,	.	.	.	.	.	Bridgeport, Conn.
T. L. WATSON,	.	.	.	.	.	" "
HENRY SETZER,	.	.	.	.	.	" "
S. W. BALDWIN,	.	.	.	.	.	" "
D. F. READ,	.	.	.	.	.	" "
F. N. BENHAM,	.	.	.	.	.	" "
WM. SCHEERER,	.	.	.	.	.	Newark, N. J.
GOTTFRIED KRUEGER,	.	.	.	.	.	" "
U. H. McCARTER,	.	.	.	.	.	" "
R. S. WARD,	.	.	.	.	.	" "
H. M. DOREMUS,	.	.	.	.	.	" "

General Information.

CAPITAL STOCK.

Capital stock authorized by charter,	.	.	.	.	.	\$2,000,000.00
Capital stock authorized by vote of company,	.	.	.	.	.	2,000,000.00
Capital stock issued, 20,000 full shares of \$100 each,	.	.	.	.	.	2,000,000.00

Stock issued for stock of other corporations: On consolidation,			
East End Railway Company, Bridgeport Horse Railway Com-			
pany, Bridgeport Railway Company,			\$2,000,000.00
Amount of stock held in Connecticut,			517,400.00
Number of stockholders residing in Connecticut,			11
Whole number of stockholders,			39

BONDS OR FUNDED DEBT.

First mortgage due, July 1, 1893, to July 1, 1923.

Amount of authorized issue,	\$2,000,000.00
Amount issued,	2,000,000.00
Amount outstanding,	1,772,000.00
Cash realized on amount issued,	1,520,036.00

Interest — Rate, 5 per cent.

When payable — January and July, semi-annually.

Amount accrued from June 30, 1898, to June 30, 1899,	88,600.00
Amount paid from June 30, 1898, to June 30, 1899,	88,600.00

Cost of Road, Equipment, and Permanent Improvements.

Item.	Expenditures during Year not included in Operating Expenses, charged to Construction or Equipment.	Total Cost to June 30, 1898.	Total Cost to June 30, 1899.	Cost per Mile.
Construction:				
Other real estate,		\$10,500.00	\$10,500.00	
Bridges and trestles,	\$202.58	1,517.70	1,720.28	
Rails,	3,404.40	193,696.30	197,100.70	
Ties,	140.58	28,745.01	28,885.59	
Paving,		13,009.33	13,009.33	
Other superstructures,		8,156.69	8,156.69	
Buildings, furniture, and fixtures,	328.24	28,787.91	29,116.15	
Shop machinery and tools,		1,550.86	1,550.86	
Engineering expenses,	1,604.95	7,085.36	8,690.31	
Int. during construction,		18,832.00	18,832.00	
Discount on securities sold for construction,	6,360.00	245,280.00	251,640.00	
Asphalting,	11,018.00	5,423.00	16,441.00	
Sidings and extensions,		33,400.00	33,400.00	
Purchase of constructed road,		2,331,180.89	2,331,180.89	
Extension of tracks,	13,590.01	373,852.57	387,442.58	
New electric power station building, including machinery, etc.,	3,210.20	127,453.96	130,664.16	
Freight,		1,561.70	1,561.70	
New electric line construct.,	20,001.54	124,529.87	144,531.41	
Other new buildings necessary for operation of railway,	742.94	108,065.33	108,808.27	
Total Construction,		\$60,603.44	\$3,723,231.92	\$69,463.28

Cost of Road, Equipment, and Permanent Improvements.—Continued.

Item.	Expenditures during Year not included in Operating Expenses, charged to Construction or Equipment.	Total Cost to June 30, 1898.	Total Cost to June 30, 1899.	Cost per Mile.
Equipment:				
Motors and passenger cars, .	\$6,377.96	\$221,590.30	\$228,058.26	.....
Telephone construction, .	.....	465.42	465.42	.....
Construction car, .	.....	396.00	396.00	.....
Sweepers and plows, .	1,502.79	7,266.25	8,679.04	.....
Total Equipment, .	\$7,880.75	\$229,717.97	\$237,598.72	\$4,432.81
Grand Total Cost Construction, Equipment, etc., }	\$68,484.19	\$3,892,346.45	\$3,960,830.64	\$73,896.09

Earnings and Expenses.**STATEMENT OF GROSS EARNINGS.**

From passenger transportation, .	\$347,177.95
From rent of cars and power account, .	4,468.00
From United States mails, .	125.54
From ticket account, .	4,108.62
From advertising, .	1,145.98
From Avon Park, .	563.57
From mileage, .	14.80
Total gross earnings, .	\$357,604.46

STATEMENT OF OPERATING EXPENSES.

For repairs of road-bed and track, .	\$5,977.23
For interest, .	189.86
For repairs of buildings and fixtures, .	2,888.14
For repairs of electric line construction, .	9,758.98
For removal of snow and ice, .	11,156.89
For repairs of cars, .	7,432.12
For repairs of electric equipment of cars, .	10,594.41
For expense, .	2,639.49
For blacksmith account, .	752.30
For provender, hay, etc., .	1,201.80
For electric motive power, .	16,718.85
For wages and compensation of persons employed in conducting transportation, .	88,664.39
For damages, losses, and gratuities to persons, .	1,630.10
For damages, losses, and gratuity to property, .	614.98

For fire insurance,	\$2,059.82	
For accident insurance,	9,303.43	
For salaries and wages not included above,	11,546.96	
For repairing plows, . . . . .	.25	
For Avon Park,	74.00	
For bridge repairs,	378.46	
For rent account,	840.00	
For postage and stationery,	1,046.82	
For legal expenses,	6,638.95	
Total operating expenses,		192,108.23
Net earnings,		\$165,496.23

Total Receipts and Expenditures.

STATEMENT OF RECEIPTS FROM ALL SOURCES.

Cash on hand at date of last report,	\$19,687.23	
Bills and accounts receivable at date of last report,	39.44	
Receipts from gross earnings as stated,	357,604.46	
Receipts from other sources :		
Bonds,	46,640.00	
Credit accident account for year,	10,866.27	
Total,		\$434,837.40

STATEMENT OF TOTAL EXPENDITURES.

For operating expenses,	\$192,108.23	
For taxes,	18,540.63	
For interest,	88,600.00	
For dividends — number, 2; rate per cent., 1; date when paid, August and December,	40,000.00	
For construction account,	60,603.44	
For equipment account,	7,880.75	
Bills and accounts receivable this date,	1,754.75	
Cash on hand to balance,	25,349.60	
Total,		\$434,837.40

Comparative General Balance Sheet.

Total, June 30, 1898.	Assets.	Total, June 30, 1899.	Increase, Year ending June 30, 1899.
\$3,662,628.48	Construction account,	\$3,723,231.92	\$60,603.44
229,717.97	Equipment account,	237,598.72	7,880.75
39.44	Accounts receivable,	1,754.75	1,715.31
19,687.23	Cash on hand,	25,349.60	5,662.37
\$3,912,073.12	Total,	\$3,987,934.99	.....

Comparative General Balance Sheet.— *Continued.*

Total, June 30, 1898.	Liabilities.	Total, June 30, 1899.	Increase, Year ending June 30, 1899.	Decrease, Year ending June 30, 1899.
\$2,000,000.00	Capital stock,	\$2,000,000.00	.....	.....
1,719,000.00	Bonds payable, or funded debt,	1,772,000.00	\$53,000.00	.....
22,969.24	Accounts payable,	19,930.88	.....	\$3,038.36
28,209.84	Accident fund,	34,644.08	6,434.24	.....
141,894.04	Profit and loss,	161,360.03	19,465.99	.....
\$3,912,073.12	Total,	\$3,987,934.99	.....	.....

Present or Contingent Liabilities, Not Included in Balance Sheet.

None.

Inventory of Equipment, June 30, 1899.

Number of enclosed cars owned,	53
Equipped with electric motors,	51
Number of open cars owned,	35
Equipped with electric motors,	20
Number of electric motors owned,	71
Number of electric cars equipped with fenders,	All
Number of electric snow-plows owned,	7
Number of horses owned,	5
Number of harnesses (pairs of),	2 sets double; 5 sets single
Other articles of equipment, viz. :	
Sweepers,	2
Double carts,	2
Plow (shear),	7
Single carts,	1
Nose plows,	10
Reach wagons,	1
Tower wagons,	1
Business wagons,	1
Emergency cars,	1
Emergency wagons,	2
Carriages,	2
Construction cars,	2

Amount of Business, etc.

Total number of miles run during year,	1,911,373
Total number of persons carried during year,	6,943,559
Total number of round trips for year,	329,465
Number of persons regularly employed by the company,	200
Rates of fare,	5, 10, and 15 cents

Description of Road Owned and Operated.

Length of railway owned, measured as single track, exclusive of sidings, switches, etc.,	53.60 miles
Aggregate length of sidings, switches, etc.,	1.20 miles
Total length of railway owned, measured as single track, including sidings, switches, etc.,	54.80 miles
Aggregate length of track owned which is paved,	43.00 miles
Length of new electric railway under construction June 30, 1899—	
Washington Bridge, double tracking,	1,000 feet
Length of railway operated wholly by electric power,	All
Description of rail used, and weight per yard : 60, 70, and 90 lbs. ;	
Girder and Tee rails.	
Name of overhead electric system adopted, and whether single or double trolley : G. E., 800,	Single
Average speed and maximum speed at which electric cars are run,	8 miles

Description of the several railway lines owned and operated by this company :

Southport & Westport Division — Railroad station, Fairfield Avenue, to Fairfield, Southport, and Westport.

Barnum Avenue Division — Hospital Hill, East Bridgeport, to junction of Fairfield Avenue and State Street.

Main Street Division — North Avenue, Lofield's store, to Seaside Park, via Main Street.

Oak Street Division — North Avenue and Oak Street to Seaside Park, via Park Avenue.

Stratford Avenue Division — Lower Bridge, to Paradise Green and Washington Bridge, Stratford, via Stratford Avenue.

East Main Street Division — Lower Bridge to Old Mill Green, via East Main Street.

Seaview Avenue Division — Lower Bridge, to end of Seaview Avenue, via Seaview Avenue.

Beardsley Park Division — Cemetery and Brooklawn, to Beardsley Park, via Noble Avenue.

West End Division — Railroad Station to Ash Creek, via Fairfield Avenue.

List of All Accidents During Year Ending June 30, 1899.

Cause and Nature of Injury.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	3	167	..	18	3	185
Employees, . . . . .	..	..	..	..	..	..
Other persons, . . . . .	..	..	..	..	..	..

Statement of Each Accident in Detail.

Above accidents reported are of a trifling nature, consisting of bruises, strains, etc., except the following :

August 2, 1898.—Otto Mohrs, Jr., young boy, crossed directly in front of car, and was killed. Bell was sounding and car proceeding at a slow rate at time of accident. Coroner exonerated company from all blame.

August 4, 1898.—D. Plutcher, Jr., young boy, crossed directly in front of car, and was killed. Coroner exonerated company from all blame.

March 12, 1899.—Conductor Stedman killed by lightning while on rear end of car. Coroner exonerated company from all blame.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

ANDREW RADEL,
President.

WILLIAM SHEERER,
Treasurer.

STATE OF CONNECTICUT, }
FAIRFIELD COUNTY, } ss.

BRIDGEPORT, September 13, 1899.

Then personally appeared the above-named Andrew Radel, President of the Bridgeport Traction Company, and made oath that the statements in the foregoing were true, to the best of his knowledge and belief.

A. E. CULVER,
Notary Public.

STATE OF NEW JERSEY, }
ESSEX COUNTY, } ss.

Personally appeared before me the above-named William Sheerer, who being duly sworn according to law upon his oath saith that he is the Treasurer of the Bridgeport Traction Company, and that the above is his signature, and that the foregoing certificate and statement by him subscribed is true.

Sworn and subscribed before me this fourteenth day of September, 1899, at Newark, N. J.

ALBERT HAEFELI,
Notary Public of New Jersey.

THE BRISTOL & PLAINVILLE TRAMWAY COMPANY.

History.

Name of company making this report? The Bristol & Plainville Tramway Company.

Date of organization? September 21, 1893.

Under laws of what State organized? State of Connecticut.

Corporate Name and Address of the Company.

The Bristol & Plainville Tramway Company, Bristol, Conn.

Name and Address of Principal Officers.

President,	C. S. TREADWAY,	Bristol, Conn.
Vice-President,	N. E. PIERCE,	" "
General Manager,	G. E. COCKINGS,	" "
Superintendent,	G. E. COCKINGS,	" "
Treasurer,	M. L. TIFFANY,	" "
Secretary,	A. J. MUZZY,	" "

Names and Residence of Directors Last Elected.

C. S. TREADWAY,	.	.	.	.	Bristol, Conn.
N. E. PIERCE,	.	.	.	.	" "
J. H. SESSIONS,	.	.	.	.	" "
A. J. MUZZY,	.	.	.	.	" "
M. L. PECK,	.	.	.	.	" "
W. A. INGRAHAM,	.	.	.	.	" "
W. S. INGRAHAM,	.	.	.	.	" "
O. F. STRUNZ,	.	.	.	.	" "
E. N. PIERCE,	.	.	.	.	Plainville, "

General Information.

CAPITAL STOCK.

Capital stock authorized by charter,	.	.	.	.	\$1,000,000.00
Capital stock authorized by vote of company,	.	.	.	.	100,000.00
Capital stock issued, 1,000 full shares of \$100 each,	.	.	.	.	100,000.00
Stock issued for cash,	.	.	.	.	100,000.00
Amount of stock held in Connecticut,	.	.	.	.	100,000.00
Number of stockholders residing in Connecticut,	39.				
Whole number of stockholders,	39.				

BONDS OR FUNDED DEBT.

First mortgage (30 years), due November 1, 1925.

Amount of authorized issue,	\$200,000.00
Amount issued,	135,000.00
Amount outstanding,	135,000.00
Cash realized on amount issued,	134,044.98
Interest — Rate, 5 per cent.	

When payable, May 1st and November 1st.

Amount accrued from June 30, 1898, to June 30, 1899,	6,750.00
Amount paid from June 30, 1898, to June 30, 1899,	6,750.00

Cost of Road, Equipment, and Permanent Improvements.

Item.	Expenditures during year not included in Operating Expenses, charged to Construction or Equipment.	Total Cost to June 30, 1898.	Total Cost to June 30, 1899.	Cost Per Mile.
Construction:				
Right of way,	\$18.60	\$6,827.10	\$6,845.70	\$933.08
Other real estate,		7,100.00	7,100.00	967.74
Fences,		1,432.94	1,432.94	195.31
Grading, and bridge and culvert masonry,		27,537.54	27,537.54	3,753.40
Bridges and trestles,		1,355.33	1,355.33	184.73
Rails,		35,954.20	35,954.20	4,900.60
Ties,		4,222.80	4,222.80	575.57
Shop machinery and tools,	182.47	451.62	634.09	86.43
Engineering expenses,	200.91	4,282.09	4,483.00	611.04
Sidings and extensions,		1,274.45	1,274.45	173.71
*New electric line construction,		11,613.75	11,613.75	1,582.96
†New electric power station building, including machinery, etc.,	651.22	120,991.96	121,643.18	16,580.09
Other new buildings necessary for operation of railway,		1,728.01	1,728.01	235.53
Other items,		6,560.25	6,560.25	894.16
Total Construction,	\$1,053.22	\$231,332.04	\$232,385.24	\$31,674.35
Equipment:				
Passenger cars,		\$19,296.27	\$19,296.27	\$2,630.10
Electric equipment of same,		12,093.74	12,093.74	1,648.39
Tower wagon,		135.50	135.50	18.47
Total Equipment,		\$31,525.51	\$31,525.51	\$4,296.96
Total Cost Construction, } Equipment, etc., }	\$1,053.22	\$262,857.55	\$263,910.75	\$35,971.31

* To include poles, wiring, feeder lines, etc.

† Item includes entire electric lighting plant.

Earnings and Expenses.**STATEMENT OF GROSS EARNINGS.**

From passenger transportation,	\$36,229.26	
From other sources:		
Advertising,	186.00	
Income electric lighting department,	24,610.04	
Total gross earnings,		\$61,025.30

STATEMENT OF OPERATING EXPENSES.

For repairs of road-bed and track,	\$1,928.17	
For repairs of buildings and fixtures,	22.31	
For repairs of electric line construction,	77.47	
For removal of snow and ice,	605.03	
For repairs of cars,	928.26	
For repairs of electric equipment of cars,	493.42	
For transportation attractions,	2,085.26	
For legal expenses,	808.25	
For transportation supplies,	356.51	
For electric motive power,	5,203.13	
For wages and compensation of persons employed in conducting transportation,	12,745.05	
For damages, losses, and gratuities to persons, }	138.00	
For damages, losses, and gratuities to property, }		
For insurance,	950.19	
For salaries and wages not included above,	1,800.00	
For operation of electric lighting department,	13,302.05	
For other operating expenses:		
Sundry expenses,	1,026.35	
Total operating expenses,		\$42,469.45
Net earnings,		\$18,555.85

Total Receipts and Expenditures.**STATEMENT OF RECEIPTS FROM ALL SOURCES.**

Cash on hand at date of last report,	\$3,396.40	
Bills and accounts receivable at date of last report,	4,549.70	
Receipts from gross earnings as stated,	61,025.30	
Receipts from other sources,	1,531.88	
Total,		\$70,503.28

STATEMENT OF TOTAL EXPENDITURES.

For operating expenses,	\$42,469.45
For taxes,	1,701.56
For interest,	7,294.92

For dividends: number, 2; rate per cent., 3; date	
when paid, Aug. 1, 1898, Feb. 1, 1899,	\$6,000.00
For construction account,	1,053.20
For bills payable,	500.00
For miscellaneous,	5,152.98
Bills and accounts receivable this date,	4,860.49
Cash on hand to balance,	1,470.68
Total,	\$70,503.28

Comparative General Balance Sheet.

Total, June 30, 1898.	Assets.	Total, June 30, 1899.	Increase, Year ending June 30, 1899.	Decrease, Year ending June 30, 1899.
\$231,332.04	Construction account,	\$232,385.24	\$1,053.20	.....
31,525.51	Equipment account,	31,525.51	.....	.....
1,296.20	Materials on hand,	1,270.70	.....	\$25.50
4,549.70	Accounts receivable,	4,860.49	310.79	.....
3,396.40	Cash on hand,	1,470.68	.....	1,925.72
\$272,099.85	Total,	\$271,512.62	\$1,363.99	\$1,951.22

Total, June 30, 1898.	Liabilities.	Total, June 30, 1899.	Increase, Year ending June 30, 1899.	Decrease, Year ending June 30, 1899.
\$100,000.00	Capital stock,	\$100,000.00	.....	.....
135,000.00	Bonds payable, or funded debt,	135,000.00	.....	.....
12,500.00	Bills payable, or unfunded debt,	12,000.00	.....	\$500.00
5,198.79	Accounts payable,	1,552.19	.....	3,646.60
19,401.06	Profit and loss,	22,960.43	\$3,559.37	.....
\$272,099.85	Total,	\$271,512.62	\$3,559.37	\$4,146.60

Inventory of Equipment, June 30, 1899.

Number of enclosed cars owned,	5
Equipped with electric motors,	4
Number of open cars owned,	10
Equipped with electric motors,	10
Number of electric motors owned,	30
Number of electric snow-plows owned,	1
Number of horses owned,	1
Number of harnesses (pairs of),	1
Number of other vehicles: 1 tower wagon; 1 light wagon; 1 road cart.	

Amount of Business, etc.

Total number of miles run during year,	\$208,175
Total number of persons carried during year,	735,790
Total number of round trips for year,	23,065
Number of persons regularly employed by the company,	30
Rate of fare—5 and 10 cents cash fare; 4 cents commutation fare; and 3 cents school fare.	

Description of Road Owned and Operated.

Length of railway owned, measured as single track, exclusive of sidings, switches, etc.,	7.3367 miles.
Aggregate length of sidings, switches, etc., . . . . .	.5304 "
Total length of railway owned, measured as single track, including sidings, switches, etc.,	7.8671 "
Aggregate length of track owned which is paved,	3.1607 "
Total length of railway operated, whether owned by this or other companies,	7.3367 "
Length of railway operated wholly by electric power,	7.3367 "
Description of rail used, and weight per yard: 4½-inch Tee, 55 pounds; 6-inch Tee, 60 pounds.	

Name of overhead electric system adopted, and whether single or double trolley:
General electric, single trolley.

Average speed and maximum speed at which electric cars are run: 6 miles borough limits; 12 miles country roads.

Description of the several railway lines owned and operated by this Company:
From corner of Maple and North streets, Bristol, through North street to North Main street, thence to Main street, thence to Riverside avenue, thence to Middle street, thence to Pine street, through Pine street and Company property to Broad street, thence to Main street, Forestville, thence to Forestville avenue, in the town of Plainville, thence to West Main street, Plainville, and through West Main street to terminus at the crossing of the New Haven & Northampton Company. Also, branch line from junction of Pine and Middle streets, through Middle street to Lake avenue, and thence to Lake Compounce.

List of all Accidents during Year ending June 30, 1899.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,
Employes,
Other persons,	1	1	1	1

Statement of each Accident in Detail.

Sept. 1, 1898. Robert Merriman, riding bicycle on Main street, Forestville, fell against side of car. Sustained injuries on head.

Sept. 23, 1898. Smith C. Cox stepped in front of car on Compounce line, was thrown from track and had left arm broken, also received internal injuries. Died three weeks after accident.

Sept. 29, 1898. C. H. North, driving covered wagon, drove on track in front of car, was not hurt. Wagon damaged.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

CHARLES S. TREADWAY,
President.

MORRIS L. TIFFANY,
Treasurer.

STATE OF CONNECTICUT, }
HARTFORD COUNTY, } ss.

BRISTOL, September 5, 1899.

Then personally appeared the above-named Charles S. Treadway, President, and Morris L. Tiffany, Treasurer, and severally made oath that the foregoing certificate, by them subscribed, is true.

Before me,

JOHN J. JENNINGS,
Justice of the Peace.

CONNECTICUT LIGHTING AND POWER CO.

NEW BRITAIN, CONN.

History.

Name of company making this report? Connecticut Lighting and Power Company.

Date of organization? February 24, 1886.

Under laws of what State organized? Connecticut.

The New Britain Tramway Company was incorporated by the General Assembly of the State of Connecticut in an Act approved February 24, 1886, amended May 4, 1887. Name was changed to Central Railway and Electric Co., authorization to buy the property, assets, franchises, etc., of the New Britain Electric Light Company, and other amendments granted June 15, 1893; said purchase of Electric Light Company made in September, 1893; further amendments, June 28, 1893; further amendment, March 1, 1897.

Corporate name and address of the company: Connecticut Lighting and Power Co., New Britain, Conn.

Names and Address of Principal Officers.

President,	R. A. C. SMITH,	100 Broadway, N. Y. City.
General Manager and Supt.,	J. E. SEWELL,	Waterbury, Conn.
Treasurer,	A. M. YOUNG,	Branford, Conn.
Secretary,	H. G. RUNKLE,	100 Broadway, N. Y. City.

Names and Residence of Directors last Elected.

R. A. C. SMITH,	.	.	.	.	.	New York.
W. F. SHEEHAN,	.	.	.	.	.	"
H. G. RUNKLE,	.	.	.	.	.	Plainfield, N. J.
A. M. YOUNG,	.	.	.	.	.	Branford, Conn.
P. H. HAMPSON,	.	.	.	.	.	Brooklyn, N. Y.

General Information.

CAPITAL STOCK.

Capital stock authorized by charter,	.	.	.	.	.	\$1,000,000.00
Capital stock authorized by vote of company,	.	.	.	.	.	600,000.00
Capital stock issued,	.	.	.	.	.	600,000.00
Stock issued for cash, \$86,000; for construction, \$514,000.	.	.	.	.	.	600,000.00
Amount of stock held in Connecticut,	.	.	.	.	.	269,300.00
Number of stockholders residing in Connecticut,	.	.	.	.	.	4
Whole number of stockholders,	.	.	.	.	.	8

BONDS OR FUNDED DEBT.

First mortgage due, December, 1923.

Amount of authorized issue, \$700,000 (Specific and the General law),	\$600,000.00
---	--------------

Amount issued,	600,000.00
--------------------------	------------

Cash realized on amount issued,	35,280.00
---	-----------

Interest — Rate, 5 per cent.

When payable — June and December.

Amount accrued from June 30, 1898, to June 30, 1899,	33,900.83
--	-----------

Amount paid from June 30, 1898, to June 30, 1899,	34,000.00
---	-----------

Miscellaneous obligations:

8-year funded notes at 5 per cent.,	80,000.00
---	-----------

Interest payable April and October.

Cost of Road, Equipment, and Permanent Improvements.

Item.	Expenditures during year not included in operating expenses charged to construction or equipment.	Total Cost to June 30, 1898.	Total Cost to June 30, 1899
Construction:			
Right of way,	\$33.75		
Bridges and trestles,	229 00		
Rails,	9,124.68		
Ties,	568.22		
Paving,	1,625.90		
Buildings, furniture, and fixtures,	38.13		
Engineering expenses,	165.32		
Discount on securities sold for construction,	720.00		
Sidings and extensions,	895.52		
Purchase of constructed road, balance on account,	3,815.47		
Extension of road-bed,	1,946.68		
New electric line construction (length, 13,068 feet), balance on account,	1,355.03		
Buildings, lighting,	45.16		
Total Construction,	\$20,562.86	\$1,166,028.47	\$1,186,591.33
Equipment:			
Electric equipment of additional cars,	1,565.47		
Tools,	10.00		
Pleasure Park,	1,322 41		
Steam plant equipment,	96.11		
Electric plant equipment,	4,743 38		
Line equipment wiring,	2,464.12		
Total Equipment,	\$10,201.49	\$140,338.61	\$150,540.10
Grand Total Cost Construction, Equipment, etc., }			\$1,337,131.43

NOTE. — Cost per mile cannot be correctly shown, as no division in electric lighting and railway account is kept.

Earnings and Expenses.**STATEMENT OF GROSS EARNINGS.**

From passenger transportation,	\$87,123.83	
From Park,	2,570.79	
From express,	705.14	
From rents,	512.00	
From advertising,	600.00	
From lighting department,	64,729.58	
Total gross earnings,		\$156,241.34

STATEMENT OF OPERATING EXPENSES.

For repairs of road-bed and track,	\$3,703.63	
For repairs of buildings and fixtures,	79.25	
For repairs of electric line construction,	915.90	
For removal of snow and ice,	2,698.08	
For repairs of cars,	4,268.33	
For repairs of electric equipment of cars,	1,205.05	
For harnesses, horse-shoeing, veterinary care, provender, hay, etc.,	253.73	
For electric motive power,	10,738.20	
For wages and compensation of persons employed in conducting transportation,	25,032.00	
For damages, losses, and gratuities to persons and property,	87.16	
For insurance,	5,618.76	
For salaries and wages not included above,	2,478.07	
For Pleasure Park,	3,267.07	
For interest,	476.67	
For investment,	34.85	
For legal expense,	231.79	
For express,	567.26	
For stationery and printing,	317.44	
For general expense,	1,349.17	
For lighting department,	41,347.26	
Total operating expenses,		104,669.67
Net earnings,		\$51,571.67

Statement of the Cost of Betterments Charged to Operating Expense Account.

We have not intentionally charged any betterments to operating expenses.

Total Receipts and Expenditures.**STATEMENT OF RECEIPTS FROM ALL SOURCES.**

Cash on hand at date of last report,	\$14,409.27	
Bills and accounts receivable at date of last report,	23,845.99	
Receipts from gross earnings as stated,	156,241.34	
Accounts payable,	3,215.15	
Sale of bonds,	36,000.00	
Interest,	99.17	
Total,		\$233,810.92

STATEMENT OF TOTAL EXPENDITURES.

For operating expenses,	\$104,669.67
For taxes,	7,648.87
For interest,	34,000.00
For construction account,	20,562.86
Equipment account,	10,201.49
Bills and accounts payable,	40,967.32
Accrued taxes,	269.60
Poor accounts,	238.84
Tax adjustment, 1898,	179.98
Bills and accounts receivable this date,	13,542.39
Cash on hand to balance,	1,529.90
Total,	\$233,810.92

Comparative General Balance Sheet.

Total, June 30, 1898.	Assets.	Total, June 30, 1899.	Increase Year ending June 30, 1899.	Decrease Year ending June 30, 1899.
\$1,166,028.47	Construction account,	\$1,186,591.33	\$20,562.86	.....
140,338.61	Equipment account,	150,540.10	10,201.49	.....
2,446.03	Materials on hand,	1,153.13	.....	\$1,292.9
23,845.99	Accounts receivable,	7,542.39	.....	16,303.60
752.62	Other assets, insurance,	805.50	52.88	.....
8.13	Legal expense,	602.11	593.98	.....
.....	Investment,	6,000.00	6,000.00	.....
14,409.27	Cash on hand,	1,529.90	.....	12,879.37
\$1,347,829.12	Total,	\$1,354,764.46	\$37,411.21	\$30,475.87

Total, June 30, 1898.	Liabilities.	Total, June 30, 1899.	Increase Year ending June 30, 1899.	Decrease Year ending June 30, 1899.
\$600,000.00	Capital stock,	\$600,000.00	.....	.....
564,000.00	Bonds payable, or funded debt,	600,000.00	\$36,000.00	.....
48,608.62	Bills payable, or unfunded debt,	10,000.00	.....	\$38,608.62
9,339.32	Accounts payable,	8,477.55	.....	861.77
5,609.98	Other liabilities, taxes,	6,180.24	570.26	.....
3,350.07	Bond interest,	2,500.00	.....	850.07
.....	Gold note interest,	999.99	999.99	.....
80,000.00	8-year gold notes,	80,000.00	.....	.....
36,921.13	Profit and loss,	46,606.68	9,685.55	.....
\$1,347,829.12	Total,	\$1,354,764.46	\$47,255.80	\$40,820.46

Inventory of Equipment, June 30, 1899.

Number of enclosed cars owned,	16
Equipped with electric motors,	10
Number of open cars owned,	22
Equipped with electric motors,	22
Number of electric motors owned,	76
Number of electric cars equipped with fenders,	35
Number of electric snow-plows owned,	4
Number of horses owned,	2
Number of harnesses (pairs of),	2
Number of other vehicles,	3
Other articles of equipment, viz.:	
Flat cars,	2
Work car,	1

Amount of Business, etc.

Total number of miles run during year,	450,219
Total number of persons carried during year,	2,078,275
Total number of round trips for year,	79,985
Number of persons regularly employed by the company,	85
Rates of fare, 5, 8, and 10 cents.	

Description of Road Owned and Operated.

Length of railway owned, measured as single track, exclusive of sidings, switches, etc.,	16.55 miles.
Aggregate length of sidings, switches, etc.,	2.07 miles.
Total length of railway owned, measured as single track, including sidings, switches, etc.,	18.62 miles.
Aggregate length of track owned which is paved (Belgium Block, Asphalt, Cobble, and Macadam),	10.25 miles.
Description of rail used, and weight per yard, Tee rails, 67, 60, 56, and 35 lbs.	
Name of overhead electric system adopted, and whether single or double trolley, General Electric Co. Single Trolley.	
Average speed and maximum speed at which electric cars are run, 6 miles per hour in city, 15 miles per hour out city, 25 miles per hour maximum.	

Description of the several railway lines owned and operated by this company:

Five lines each centering at Public Square of New Britain, running respectively South, Northeast, East, Southwest, and West. A line to Berlin Street in extension of the one designated South, one to Plainville Center in extension of one designated West, and one to Newington Center in extension of one designated East.

List of All Accidents during Year ending June 30, 1899.

Cause and Nature of Injury.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	3	..	2	..	5
Employes,
Other persons,	4	..	4

Statement of Each Accident in Detail.

July 27, 1898. Man fell off car just before it stopped and sprained right wrist.

August 4, 1898. Car collided with one in front, three women received bruises.

January 2, 1899. Man and wife drove in front of moving car, carriage was turned over and man received bruises on the head.

January 28, 1899. Man under influence of liquor fell against moving car and received concussion of the brain.

March 31, 1899. Car running around curve, man standing on front platform fell off and broke two fingers.

April 9, 1899. Two men drove in front of moving car, one received cut on side of face and the other bruises on the body.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

R. A. C. SMITH,
President.

A. M. YOUNG,
Treasurer.

STATE OF NEW YORK, }
COUNTY AND CITY OF NEW YORK, } ss.

September 12, 1899.

Then personally appeared the above-named R. A. C. Smith, President, and A. M. Young, Treasurer, of the Connecticut Lighting and Power Company, and severally made oath that the foregoing certificate, by them subscribed, is true.

Before me,

P. H. HAMPSON,

Notary Public, No. 71, Kings Co., Certificate filed in N. Y. Co.

CONNECTICUT LIGHTING & POWER CO.

WATERBURY DISTRICT.

History.

Name of company making this report ? Connecticut Lighting and Power Company, Waterbury District.

Date of organization ? January, 1886, as Waterbury Horse Railroad Company. Name changed to Waterbury Traction Company by act of General Assembly, approved June 14, 1893. Connecticut Lighting & Power Company bought out Waterbury Traction Company in June, 1899.

Under laws of what state organized ? State of Connecticut.

Act approved March 18, 1884 ; Waterbury Horse Railroad Company, amendment, approved February 14, 1886 ; Waterbury Traction Company, amendment, approved June 14, 1893 ; Waterbury Traction Company, amendment, approved June 27, 1893 ; Waterbury Traction Company, amendment, approved June 20, 1895.

Corporate Name and Address of the Company.

Connecticut Lighting & Power Company, Waterbury, Conn.

Names and Address of Principal Officers.

President,	R. A. C. SMITH,	100 Broadway, New York.
General Manager, }	J. E. SEWELL,	Waterbury, Conn.
Superintendent, }		
Treasurer,	A. M. YOUNG,	" "
Corporation Clerk,	H. G. RUNKLE,	100 Broadway, New York.

Names and Residence of Directors Last Elected.

R. A. C. SMITH,	.	.	.	.	New York.
W. F. SHEEHAN,	.	.	.	.	"
H. G. RUNKLE,	.	.	.	.	Plainfield, N. J.
A. M. YOUNG,	.	.	.	.	Branford, Conn.
P. H. HAMPSON,	.	.	.	.	Brooklyn, N. Y.

General Information.

CAPITAL STOCK.

Capital stock authorized by charter,	.	.	.	.	\$1,000,000.00
Capital stock authorized by vote of company,	.	.	.	.	750,000.00
Capital stock issued, 7,500 full shares of \$100 each,	.	.	.	.	750,000.00
Stock issued for cash,	.	.	.	.	50,000.00

Stock issued for stock of other corporations — Connecticut Electric Company,	\$50,000.00
Stock issued for increased valuation of road, or equipment, or both,	650,000.00
Amount of stock and number of stockholders — stock all held by Connecticut Lighting & Power Company.	

BONDS OR FUNDED DEBT.

First mortgage due, November 1, 1923.

Amount of authorized issue,	\$800,000.00
Amount issued,	600,000.00
Amount outstanding,	600,000.00
Cash realized on amount issued,	600,000.00
Interest — Rate, 5 per cent.	
When payable, May 1st and November 1st.	
Amount accrued from June 30, 1898, to June 30, 1899,	30,000.00
Amount paid from June 30, 1898, to June 30, 1899,	30,000.00
Notes,	29,427.50

Cost of Road, Equipment, and Permanent Improvements.

Item.	Expenditures during year, not included in operating expenses, charged to construction and equipment.	Total Cost to June 30, 1898.	Total Cost to June 30, 1899.	Cost Per Mile.
Construction :				
Right of way,		\$550.00	\$550.00	
Other real estate,	\$100.00	10,560.34	10,660.34	
Fences, river wall,	69.00	8,579.66	8,648.66	
Grading, and bridge and culvert masonry,	3,695.08	9,698.91	13,393.99	
Bridges and trestles,		95.00	95.00	
Rails,	3,912.14	7,635.37	11,547.51	
Ties,	1,451.59	2,404.40	3,855.99	
Paving,	6,018.84		6,018.84	
Other superstructures,	847.16	1,487.69	2,334.85	
Buildings, furniture, and fixtures,	1,063.98	12,338.32	13,402.30	
Shop machinery and tools,		1,522.30	1,522.30	
Engineering expenses,	430.00	2,017.95	2,447.95	
Sidings and extensions, special work,	647.73	1,935.66	2,583.39	
Road built by contract,		747,324.78	747,324.78	
Extension of road - bed (length, 10,137 feet built and building.),)	2,176.33	28,507.61	30,683.94	
New electric line construction,	1,084.39	8,173.93	9,258.32	
Total construction,	\$21,496.24	\$842,831.92	\$864,328.16	\$66,282.83

Cost of Road, Equipment, and Permanent Improvements.—Continued.

Item.	Expenditures during year, not included in operating expenses, charged to construction and equipment.	Total Cost to June 30, 1898.	Total Cost to June 30, 1899.	Cost Per Mile.
Equipment:				
Motors,	\$1,653.90	\$15,621.25	\$17,275.15	.....
Passenger cars, . . . . .	.....	33,832.39	33,832.39	.....
Other cars of all classes, . . . . .	.....	870.00	870.00	.....
Additional cars (2 in number) and other vehicles,	2,500.00	14,778.00	17,278.00	.....
Electric equipment of same (see motors), . . . . .	.....	1,680.00	1,680.00	.....
Other items:				
Fenders,	300.43	2,684.36	2,984.79	.....
Electric headlights and sundries,	307.02	872.67	1,179.69	.....
Registers, . . . . .	.....	150.00	150.00	.....
Trucks, . . . . .	.....	386.00	386.00	.....
Total equipment,	\$4,761.35	\$70,874.67	\$75,636.02	\$5,800.30
Total cost Construction, } equipment, etc.,	\$26,257.59	\$913,706.59	\$939,964.18	\$72,033.13
Electric light plant and betterment accounts,	\$47,517.16	\$492,253.84	\$539,771.00	.....

Earnings and Expenses.**STATEMENT OF GROSS EARNINGS.**

From passenger transportation,	\$181,827.88
From advertising account,	\$254.88
From discounts,	136.02— 390.90
Total gross earnings,	\$182,218.78

STATEMENT OF OPERATING EXPENSES.

For repairs of road-bed and track,	\$6,569.87
For repairs of buildings and fixtures,	181.68
For repairs of electric line construction,	1,204.09
For removal of snow and ice,	3,191.02
For repairs of cars,	5,934.54
For repairs of electric equipment of cars,	3,044.56
For harnesses, horse-shoeing, and veterinary care, provender, hay, etc., } team account,	406.80
For electric motive power,	19,303.98

For wages and compensation of persons employed in conducting transportation,	\$44,810.50	
For damages, losses, and gratuities to persons,	56.22	
For damages, losses, and gratuities to property,	329.82	
For insurance,	7,815.92	
For salaries and wages not included above,	4,545.66	
For other operating expenses :		
Transportation supplies account,	4,718.68	
Stationery and printing,	486.25	
General expense account,	1,951.48	
Legal expenses,	1,279.49	
Total operating expenses,		105,350.56
Net earnings,		\$76,888.22

Total Receipts and Expenditures.

STATEMENT OF RECEIPTS FROM ALL SOURCES.

Cash on hand at date of last report,	\$7,952.84	
Bills and accounts receivable at date of last report,	8,166.38	
Receipts from gross earnings as stated,	182,218.78	
Electric light department income,	110,203.62	
Plant account,	39,000.00	
Ticket sales, \$260.72; investment account, \$2,850,	3,110.72	
Total,		\$350,652.34

STATEMENT OF EXPENDITURES.

For operating expenses,	\$105,330.56	
For taxes,	7,130.24	
For interest: On bonds, \$15,000; on note, \$375.21; balance interest in electric light operation,	15,375.21	
For dividends—number 4; rate per cent., 1; date when paid, July, October, January, April 1st,	25,499.00	
For construction account,	21,496.24	
For equipment account,	4,761.35	
For property acc't, electric light dept. betterments,	47,517.16	
For any other purposes: Electric light department operation and charges,	79,672.53	
Supplies,	5,737.28	
Bills payable,	572.50	
Accounts payable,	4,118.24	
Sundries,	153.85	
Bills and accounts receivable this date,	27,902.62	
Cash on hand to balance,	5,385.56	
Total,		\$350,652.34

Comparative General Balance Sheet.

Total, June 30, 1898.	Assets.	Total, June 30, 1899.	Increase year ending June 30, 1899.	Decrease year ending June 30, 1899.
	Betterments: Railway construction acct., . .	\$114,004.05		
\$92,507.81	Construction account, . .	674,824.78		
674,824.78	Equipment account, . .	75,636.02	\$26,257.59	
70,874.67	Plant account, . .	408,306.19		
369,306.19	Betterments: Electric light dept., . .	76,807.86	47,517.16	
68,290.70	Insurance, accounts, un-			
2,067.85	earned premiums, . .	1,823.64		\$243.71
14,377.55	Materials on hand, . .	20,114.83	5,737.28	
8,166.88	Accounts receivable, . .	27,902.62	19,736.24	
2,850.00	Investment account, . .			2,850.00
7,952.84	Cash on hand, . .	5,385.56		2,567.28
\$1,311,218.27	Total,	\$1,404,805.55	\$99,248.27	\$5,660.99

Total, June 30, 1898.	Liabilities.	Total, June 30, 1899.	Increase year ending June 30, 1899.	Decrease year ending June 30, 1899.
\$600,000.00	Capital stock,	\$750,000.00	\$150,000.00	
600,000.00	Bonds payable or funded debt,	600,000.00		
30,000.00	Bills payable, or unfunded debt,	29,427.50		\$572.50
10,349.50	Accounts payable, . .	6,231.26		4,118.24
797.40	Ticket sales account, . .	1,058.12	260.72	
5,000.00	Accrued bond interest, . .	5,000.00		
5,602.24	Accrued taxes,	5,493.70		108.54
59,469.13	Profit and loss,	7,594.97		51,874.16
\$1,311,218.27	Total,	\$1,404,805.55	\$150,260.72	56,673.44

Inventory of Equipment, June 30, 1899.

Number of enclosed cars owned,	28
Equipped with electric motors,	28
Number of open cars owned,	30
Equipped with electric motors,	26; 4 trailers.
Number of electric motors owned,	95
Number of electric cars equipped with fenders,	54
Number of electric snow-plows owned,	3
Number of horses owned,	3
Number of harnesses (pairs of),	3
Number of other vehicles: 1 Tower wagon, 1 double truck, 2 single dumps, 2 express wagons.	
Other articles of equipment: 2 Scrapers (horse), electric sweeper, 2 flat cars.	

Amount of Business, etc.

Total number of miles run during year,	642,836
Total number of persons carried during year,	3,897,112
Total number of round trips for year,	103,680
Number of persons regularly employed by the company,	100
Rates of fare: Local tickets, 4 cents; cash, 5 cents; Naugatuck, 2 tickets 8 cents, or cash, 10 cents; school tickets, 3 cents.	

Description of Road Owned and Operated.

Length of railway owned, measured as single track, exclusive of sidings, switches, etc.,	13.04 miles.
Aggregate length of sidings, switches, etc. (not including Smith & Griggs extension),	2.62 "
Total length of railway owned, measured as single track, including sidings, switches, etc.,	15.66 "
Aggregate length of track owned which is paved,	9.37 "
Length of new electric railway under construction June 30, 1899 (new sidings at Smith & Griggs), . . . . .	.27 "
Total length of railway operated, whether owned by this or other companies,	13.04 "
Length of railway operated wholly by electric power,	13.04 "
Description of rail used, and weight per yard: 56 lb., 4½ inch; 60 lb., 6 inch; 70 lb., 7 inch. All of "T" section.	
Name of overhead electric system adopted, and whether single or double trolley: General Electric, single.	
Average speed and maximum speed at which electric cars are run, 7½ miles and 15 miles.	
Description of the several railway lines owned and operated by this company:	
East and West Main street, Bank street and North Main street, South Main and Naugatuck, Waterville.	

List of all Accidents during Year ending June 30, 1899.

Cause and Nature of Injury.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passenger,	6	..	6	..	12
Employes,
Other persons,	3	..	3

Statement of Each Accident in Detail.

July 21, 1898. Boy struck by fender of car. No injury.

Sept. 14, 1898. Man fell in stepping off car.

Oct. 5, 1898. Man stepped off car backward while it was in motion and fell on his face.

Oct. 12, 1898. Car struck team, knocking horse down and breaking one front wheel of wagon. No personal injuries.

Nov. 29, 1898. Man standing on rear platform fell and hurt himself slightly.

Jan. 19, 1899. Child picked up by fender. Not injured.

Jan. 23, 1899. Woman stepped off car while it was in motion and fell.

June 11, 1899. Man fell from moving car and wrenched his leg.

June 17, 1899. Man on wheel turned on track and was hit by car. Escaped injury.

June 21, 1899. Girl did not wait for car to stop, and fell.

June 24, 1899. Two cars collided, injuring several passengers slightly.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

R. A. C. SMITH,
President.

A. M. YOUNG,
Treasurer.

STATE OF NEW YORK,)
COUNTY OF NEW YORK,) ss.

NEW YORK, September 13, 1899.

Then personally appeared the above-named R. A. C. Smith, President, and A. M. Young Treasurer of the Connecticut Lighting and Power Company, and severally made oath that the foregoing certificate, by them subscribed, is true. ●

Before me,
P. H. HAMPSON,
Notary Public, No. 71, Kings Co., Certificate filed in New York Co.

DANBURY & BETHEL STREET RAILWAY COMPANY.

History.

Name of company making this report? Danbury & Bethel Street Railway Company.

Date of organization? May 7, 1886.

Under laws of what State organized? State of Connecticut.

Corporate Name and Address of the Company.

The Danbury & Bethel Street Railway Company, Danbury, Conn.

Names and Address of Principal Officers.

President,	S. C. HOLLEY.
Vice-President,	S. HARRISON WAGNER.
Superintendent,	G. H. KLINZING.
Treasurer,	M. H. GRIFFING.

Names and Residence of Directors Last Elected.

S. C. HOLLEY,	Danbury, Conn.
S. HARRISON WAGNER,	New Haven, Conn.
M. MCPHELEMY,	Danbury, Conn.
A. E. TWEEDY,	" "
M. H. GRIFFING,	" "
HENRY BERND,	" "
ALFRED W. HOLLEY,	" "

General Information.

CAPITAL STOCK.

Capital stock authorized by charter, \$100,000 and \$20,000 per mile additional, $11\frac{15}{100}$ miles,	\$323,000.00
Capital stock authorized by vote of company,	320,000.00
Capital stock issued, 12,800 full shares of \$25 each,	320,000 00
Stock issued for cash,	100,000.00
Stock issued for increased valuation of road, or equipment, or both, for construction and equipment,	220,000.00
Amount of stock held in Connecticut, 9,704 shares.	
Number of stockholders residing in Connecticut, 64.	
Whole number of stockholders, 98.	

BONDS OR FUNDED DEBT.

First mortgage due,	\$200,000.00
Amount of authorized issue,	200,000.00
Amount issued,	200,000.00
Amount outstanding,	200,000.00
Cash realized on amount issued,	200,000.00

Interest — Rate, 5 per cent.

When payable, May 1st and November 1st, each year.

Amount accrued from June 30, 1898, to June 30, 1899, 10,000.00

Amount paid from June 30, 1898, to June 30, 1899, 10,000.00

Miscellaneous:

Bills payable, 5,000.00

Over-draft, 2,214.97

State Tax, 2,039.10

Cost of Road, Equipment, and Permanent Improvements.

Item.	Expenditures during year, not included in operating expenses, charged to construction or equipment.	Total Cost to June 30, 1898.	Total Cost to June 30, 1899.	Cost per Mile.
Construction:				
Including real estate and power-house plant,		\$416,846.35	\$416,846.35	.....
Total construction,		\$416,846.35	\$416,846.35	\$39,377.13
Equipment:		121,398.53		
Vestibule for cars,	\$421.50			
Electric headlights,	121.00			
Total equipment,	\$542.50	\$121,398.53	\$121,941.03	\$11,519.17
Grand total cost construction, equipment, etc., {	\$542.50	\$538,244.88	\$538,787.38	\$50,896.30

Earnings and Expenses.

STATEMENT OF GROSS EARNINGS.

From passenger transportation,	\$57,577.02
From advertising,	490.00
From power,	608.33
Total gross earnings,	\$58,675.35

STATEMENT OF OPERATING EXPENSES.

For repairs of road-bed and track,	\$1,793.34	
For repairs of electric line construction,	315.69	
For removal of snow and ice,	563.66	
For repairs of cars,	1,945.27	
For repairs of electric equipment of cars,	2,245.63	
For blacksmithing,	974.40	
For headlights and fires,	595.05	
For electric motive power,	8,105.43	
For wages and compensation of persons employed in conducting transportation,	15,121.42	
For insurance,	2,845.64	
For salaries and wages not included above,	2,430.21	
For general expenses,	259.32	
For Kenosia Park,	118.18	
Total operating expenses,		\$37,313.24
Net earnings,		\$21,362.11

Total Receipts and Expenditures.

STATEMENT OF RECEIPTS FROM ALL SOURCES.

Cash overdrawn at date of last report,		\$1,963.85
Bills and accounts receivable at date of last report,	\$3,687.85	
Receipts from gross earnings as stated,	58,675.35	
Bills payable,	14,200.00	
Insurance fund,	2,315.42	
		78,878.62
Total,	\$78,878.62	
Overdrawn last report,	1,963.85	
		\$76,914.77

STATEMENT OF TOTAL EXPENDITURES.

For operating expenses,	\$37,313.24	
For taxes,	1,048.95	
For interest,	10,205.00	
For dividends—number 1; rate per cent., 2; date when paid, January, 1899,	6,400.00	
For equipment account,	542.50	
For any other purpose :		
Bills payable,	17,700.00	
Insurance fund,	1,674.46	
Charge profit and loss (credit bills receivable),	500.00	
Bills and accounts receivable this date,	3,745.59	
	\$79,129.74	
Cash overdrawn to balance,		2,214.97
Total,		\$79,129.74

Comparative General Balance Sheet.

Total, June 30, 1898.	Assets.	Total, June 30, 1899.	Increase Year ending June 30, 1899.	Decrease Year ending June 30, 1899.
\$332,780.51	Construction account, . . .	\$332,780.51	.....	.....
121,398.53	Equipment account, . . .	121,941.03	\$542.50	.....
84,065.84	Real estate, including power plant,	84,065.84	.....	.....
3,687.85	Accounts receivable, . . .	3,745.59	57.74	.....
205.25	Tools, instruments, etc., . .	205.25	.....	.....
\$542,137.98	Total,	\$542,738.22	\$600.24	.....

Total, June 30, 1898.	Liabilities.	Total, June 30, 1899.	Increase Year ending June 30, 1899.	Decrease Year ending June 30, 1899.
\$320,000.00	Capital stock,	\$320,000.00	.....	.....
200,000.00	Bonds payable, or funded debt,	200,000.00	.....	.....
8,500.00	Bills payable, or unfunded debt,	5,000.00	.....	\$3,500.00
2,885.56	Insurance fund,	3,526.52	\$640.96	.....
8,788.57	Profit and loss,	11,996.73	3,208.16	.....
1,963.85	Cash overdrawn,	2,214.97	251.12	.....
\$542,137.98	Total,	\$542,738.22	\$4,100.24	\$3,500.00

Present or Contingent Liabilities, not included in Balance Sheet.

About \$500.00; sundry bills not entered on books.

Inventory of Equipment, June 30, 1899.

Number of enclosed cars owned,	13
Equipped with electrical motors,	10
Trail cars,	3
Number of open cars owned,	18
Equipped with electric motors,	12
Trail cars,	6
Number of electric cars equipped with fenders,	22
Number of electric snow-plows owned,	1
Number of horses owned,	2
Number of harnesses (pairs of),	1
Electric sweeper,	1
Number of other vehicles: Two dump carts, one wagon,	3
Other articles of equipment, viz.: —	
Horse snow-plows,	2
Sprinkling car,	1

Amount of Business, etc.

Total number of miles run during year,	327,511
Total number of persons carried during year, per register,	1,132,032
Total number of round trips for year,	572,044
Number of persons regularly employed by the Company, about	45
Rates of fare, 5 and 10 cents.	

Description of Road Owned and Operated.

Length of railway owned, measured as single track, exclusive of sidings, switches, etc.,	10.586 miles.
Aggregate length of sidings, switches, etc., . . . . .	.564 "
Total length of railway owned, measured as single track, including sidings, switches, etc.,	11.15 "
Aggregate length of track owned which is paved,	9.5 "
Total length of railway operated, whether owned by this or other companies,	11.15 "
Length of railway operated wholly by electric power,	11.15 "
Description of rail used, and weight per yard: 48 and 60 lb. T rail; 80-lb girder rail.	
Name of overhead electric system adopted: Single trolley.	
Average speed and maximum speed at which electric cars are run: Maximum, 10 miles; average 8 miles.	

List of all Accidents during Year ending June 30, 1899.

A few minor accidents caused by persons stepping from cars before the cars were completely stopped.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

S. C. HOLLEY,
President.

M. H. GRIFFING,
Treasurer.

STATE OF CONNECTICUT, }
COUNTY OF FAIRFIELD, } ss.

DANBURY, September 15, 1899.

Then personally appeared the above-named S. C. Holley, President, and M. H. Griffing, Treasurer, of the Danbury & Bethel Street Railway Company, and severally made oath that the foregoing certificate, by them subscribed, is true.

Before me,

A. N. WILDMAN,
Notary Public.

DERBY STREET RAILWAY COMPANY.

History.

Name of company making this report? Derby Street Railway Company.

Date of organization? 1887.

Under laws of what state organized? Connecticut.

Names and Address of Principal Officers.

President,	H. HOLTON WOOD,	Brookline, Mass.
Vice-President,	CHAS. E. CLARK,	Derby, Conn.
General Manager,	B. W. PORTER,	Newton Center, Mass.
Superintendent,	G. N. KENNEDY,	Derby, Conn.
Treasurer,	CHAS. E. CLARK,	" "
Corporation Clerk,	F. W. WALLACE,	Ansonia, "
Assistant Treasurer,	B. W. PORTER,	Newton Center, Mass.

Names and Residence of Directors Last Elected.

F. W. WALLACE,	.	.	.	Ansonia, Conn.
GEO. E. BARBER,	.	.	.	Derby, "
CHAS. H. NETTLETON,	.	.	.	Shelton, "
CHAS. E. CLARK,	.	.	.	Derby, "
H. HOLTON WOOD,	.	.	.	Brookline, Mass.
E. B. GAGER,	.	.	.	Derby, Conn.
B. W. PORTER,	.	.	.	Newton Center, Mass.

General Information.

CAPITAL STOCK.

Capital stock authorized by charter,	\$250,000.00
Capital stock authorized by vote of company,	150,000.00
Capital stock issued, 6,000 full shares of \$25.00 each,	150,000.00
Stock issued for cash,	150,000.00
Amount of stock held in Connecticut,	9,500.00
Number of stockholders residing in Connecticut, 11.	
Whole number of stockholders, 17.	

BONDS OR FUNDED DEBT.

First mortgage due, April 1, 1914.	
Amount of authorized issue,	\$150,000.00
Amount issued,	150,000.00
Amount outstanding,	150,000.00
Cash realized on amount issued,	149,688.00

Interest — Rate, 6 per cent.

When payable, April 1st and October 1st.

Amount accrued from June 30, 1898, to June 30, 1899, . . . \$9,000.00

Amount paid from June 30, 1898, to June 30, 1899, . . . 9,000 00

Cost of Road, Equipment, and Permanent Improvements.

Item.	Expenditures during year not included in operating expenses, charged to construction or equipment.	Total Cost to June 30, 1898.	Total Cost to June 30, 1899.	Cost Per Mile.
Construction:				
Other real estate,		\$19,759.47	\$19,759.47	\$3,354.74
Expenses of organization,	\$658.81	1,814.11	2,472.42	419.76
Grading, and bridge and culvert masonry,		26,803.18	26,803.18	4,550.62
Bridges and trestles,		550.00	550.00	93.38
Rails,		45,020.25	45,020.25	7,643.51
Ties,		7,028.75	7,028.75	1,193.34
Paving,	132.70	17,504.16	17,636.86	2,994.37
Overhead Construction,	39.25	15,012.55	15,051.80	2,555.48
Buildings, furniture, and fixtures,	114.96	84,157.41	84,272.37	14,807.70
Shop machinery and tools,		3,081.98	3,081.98	523.26
Engineering expenses,		5,653.59	5,653.59	959.86
Other railways (original cost \$35,000), purchased for,		9,917.58	9,917.58	1,683.80
Construction L. H. Park,	226.15	25,209.45	25,435.60	4,318.44
Total Construction,	\$1,171.37	\$261,512.48	\$262,683.85	\$44,598.26
Equipment:				
Motors,	100.00	37,686.11	37,786.11	6,415.30
Passenger cars,	21.40	20,023.78	20,045.18	3,403.26
Freight cars and freight motor,		5,500.00	5,500.00	933.79
Sprinkler and snow-plow,		2,265.01	2,265.01	384.55
Total Equipment,	\$121.40	\$65,474.90	\$65,596.30	\$11,136.90
Total Cost Construction, } Equipment, etc., }	\$1,292.77	\$326,987.38	\$328,280.15	\$55,735.16

Earnings and Expenses.

STATEMENT OF GROSS EARNINGS.

From passenger transportation,	\$55,675.90
From rents,	2,731.80
Advertising,	216.62
Total gross earnings,	\$58,624.32

STATEMENT OF OPERATING EXPENSES.

For repairs of road-bed and track,	\$585.04	
For repairs of buildings and fixtures,	343.67	
For repairs of electric line construction,	474.54	
For removal of snow and ice,	289.72	
For repairs of cars,	2,129.99	
For repairs of electric equipment of cars,	2,123.11	
For electric motive power,	5,477.65	
For wages and compensation of persons employed in conducting transportation,	11,831.40	
For damages, losses, and gratuities to persons,	882.75	
For damages, losses, and gratuities to property,	71.20	
For insurance,	110.16	
For salaries and wages not included above,	2,853.60	
For general and transportation expenses other than wages,	2,491.60	
Expenses park,	3,563.29	
Total operating expenses,		33,227.72
Net earnings,		\$25,396 60

Total Receipts and Expenditures.

STATEMENT OF RECEIPTS FROM ALL SOURCES.

Cash on hand at date of last report,	\$1,720.20	
Bills and accounts receivable at date of last report,	797.78	
Receipts from gross earnings,	58,624.32	
Materials and supplies,	602.34	
Loans and bills payable,	40,291.28	
Total,		\$102,035.92

STATEMENT OF TOTAL EXPENDITURES.

For operating expenses,	\$33,227.72	
For taxes,	2,281.82	
For interest,	8,732.81	
For dividends — number, 1; rate per cent., 2; date when paid, February 9, 1899,	2,000.00	
For construction account,	1,171.37	
For equipment account,	121.40	
For any other purposes:		
Reconstruction, profit and loss,	5,558.71	
Loans and bills payable,	44,483.26	
Bills and accounts receivable this date,	746.51	
Cash on hand to balance,	3,712.32	
Total,		\$102,035 92

Comparative General Balance Sheet.

Total, June 30, 1898.	Assets.	Total, June 30, 1899.	Increase year ending June 30, 1899.	Decrease year ending June 30, 1899.
\$261,512.48	Construction account, . . .	\$262,683.85	\$1,171.37	.....
65,474.90	Equipment account, . . .	65,596.80	121.40	.....
1,816.00	Real estate, Lake View, . . .	1,816.00	.....	.....
4,146.51	Materials on hand, . . .	3,646.22	.....	\$500.29
2,600.95	Cash items, . . .	3,236.53	635.58	.....
37,207.42	Profit and loss, . . .	34,537.61	.....	2,669.81
1,720.20	Cash on hand, . . .	3,712.32	1,992.12	.....
\$374,478.46	Total, . . .	\$375,228.83	\$750.37	.....

Total, June 30, 1898.	Liabilities.	Total, June 30, 1899.	Increase year ending June 30, 1899.	Decrease year ending June 30, 1899.
\$150,000.00	Capital stock, . . .	\$150,000.00	.....	.....
150,000.00	Bonds payable, or funded debt,	150,000.00	.....	.....
68,137.87	Bills payable, or unfunded debt, . . .	66,291.91	.....	\$1,845.96
3,203.43	Accounts payable, . . .	5,603.70	\$2,400.27	.....
3,137.16	Accrued interest, . . .	3,333.22	196.06	.....
\$374,478.46	Total, . . .	\$375,228.83	\$750.37	.....

Inventory of Equipment, June 30, 1899.

Number of enclosed cars owned, . . .	10
Equipped with electric motors, . . .	10
Number of open cars owned, . . .	15
Equipped with electric motors, . . .	7
Number of electric motors owned, . . .	36
Number of electric cars equipped with fenders, . . .	25
Number of electric snow-plows owned, . . .	1
Other articles of equipment, viz. :	
Sprinkling car.	
Horse snow-plow.	
Tool car.	
Two freight cars.	
Freight motor.	
Tower wagon.	

Amount of Business, etc.

Total number of miles run during year,	231,709
Total number of persons carried during year,	1,240,705
Total number of round trips for year,	51,674
Number of persons regularly employed by the company,	22
Rates of fare,	5 cents

Description of Road Owned and Operated.

Length of railway owned, measured as single track, exclusive of sidings, switches, etc.,	5.89 miles
Aggregate length of sidings, switches, etc., . . . . .	.40 miles
Total length of railway owned, measured as single track, including sidings, switches, etc.,	6.29 miles
Aggregate length of track owned which is paved,	4.39 miles
Total length of railway operated, whether owned by this or other companies,	5.89 miles
Length of railway operated wholly by electric power,	5.89 miles
Description of rail used, and weight per yard: Girder, 45 and 90 lbs.; 6 and 60-lb. T.	
Name of overhead electric system adopted,	Thomson-Houston
Average speed and maximum speed at which electric cars are run, 7.25 to 9 miles per hour.	

Description of the several railway lines owned and operated by this company :

From Derby to Ansonia on both sides of Naugatuck River, and from Main and Elizabeth Streets to Lake Housatonic Park, parallel with Housatonic River.

List of All Accidents during Year Ending June 30, 1899.

Cause and Nature of Injury.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	2	..	2
Employees,
Other persons,	1	2	..	2	1

Statement of Each Accident in Detail.

1898.—July 6. Car ran into a load of hay, upon which two men were riding. One man was thrown to the pavement, receiving injuries about the head, and was sent to New Haven Hospital. It is believed that he fully recovered.

July 8. Baker wagon upset by car, with slight damage.

July 18. Lady stepped off moving car and fell. Not injured.

July 21. Six-year-old boy ran from behind an ice wagon in front of moving car, and was killed.

August 27. Three-year-old boy, playing in the street, was instantly killed by unexpectedly running in front of car.

October 12. Light express wagon struck by car and somewhat broken. Driver uninjured.

October 16. Man stepped from moving car and fell, injuring his left knee. Has fully recovered.

1899.—March 23. Milk wagon run down by car, with slight damages.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

H. HOLTON WOOD,
President.

CHAS. E. CLARK,
Treasurer.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN, } ss.

DERBY, September 14, 1899.

Then personally appeared the above-named Chas. E. Clark, Treasurer of the Derby Street Railway Company, and made oath that the foregoing certificate, by him subscribed, is true.

Before me, WM. S. BROWNE,
Notary Public.

STATE OF MASSACHUSETTS, }
COUNTY OF SUFFOLK, } ss.

BOSTON, MASS., September 27, 1899.

Then personally appeared the above-named H. Holton Wood, and made oath that the foregoing certificate, by him subscribed, is true.

Before me, CHAS. A. HORTON,
Justice of the Peace.

EAST HARTFORD & GLASTONBURY HORSE RAILROAD COMPANY.

History.

Name of company making this report? East Hartford & Glastonbury Horse Railroad Company.

Date of organization? March 9, 1868.

Under laws of what State organized? Connecticut.

What carrier operates the road of this company? Hartford Street Railway Company.

Corporate Name and Address of the Company.

East Hartford & Glastonbury Horse Railroad Company.

Names and Address of Principal Officers.

President,	E. S. GOODRICH,	Hartford, Conn.
Vice-President,	SAMUEL G. DUNHAM,	" "
Treasurer,	DANIEL R. HOWE,	" "
Secretary,	GEO. D. CURTIS,	" "

Names and Residence of Directors Last Elected.

P. HENRY GOODRICH,	Glastonbury, Conn.
JAMES J. GOODWIN,	New York, N. Y.
ATWOOD COLLINS,	Hartford, Conn.
LEVERETT BRAINARD,	" "
E. S. GOODRICH,	" "
JOHN R. REDFIELD,	" "
GEO. D. CURTIS,	" "
SAMUEL G. DUNHAM,	" "

General Information.

CAPITAL STOCK.

Capital stock authorized by charter,	\$300,000.00
Capital stock authorized by vote of company,	100,000.00

BONDS OR FUNDED DEBT.

Debenture bonds,	\$200,000.00
Amount of authorized issue,	200,000.00
Amount issued,	200,000.00
Amount outstanding,	200,000.00
Cash realized on amount issued,	200,000.00

Interest—Rate, 5 per cent. Interest guaranteed by Hartford Street Railway Company.

When payable, June and December.

Amount accrued from June 30, 1898, to June 30, 1899,	10,000.00
Amount paid from June 30, 1898, to June 30, 1899,	10,000.00

Cost of Road, Equipment, and Permanent Improvements.

Item.	Total Cost to June 30, 1898.	Total Cost to June 30, 1899.	Cost per Mile.
Construction:			
Purchase of constructed road,	\$200,000.00	\$200,000.00	.....
Total Construction,	\$200,000.00	\$200,000.00	\$22,222.22

Earnings and Expenses.

Not any.

Total Receipts and Expenditures.

Not any.

Comparative General Balance Sheet.

Assets.	Total, June 30, 1899.
Construction account,	\$200,000.00
Liabilities.	Total, June 30, 1899.
Bonds payable—Debenture bonds,	\$200,000.00

Present or Contingent Liabilities, not Included in Balance Sheet.

Not any.

Inventory of Equipment, June 30, 1899.

Not any.

Description of Road Owned and Operated.

Length of railway owned, measured as single track, exclusive of sidings, switches, etc.,	9.000 miles.
Aggregate length of sidings, switches, etc., . . . . .	.557 "
Total length of railway owned, measured as single track, including sidings, switches, etc.,	9.557 "
Total length of railway operated, whether owned by this or other companies,	9.000 "
Length of railway operated wholly by electric power,	9.000 "
Description of rail used, and weight per yard, 60 lb., T rail.	
Name of overhead electric system adopted, and whether single or double trolley, Single.	

Description of the several railway lines owned by this company, and operated by Hartford Street Railway Co.:

From a point on Main Street, East Hartford, one mile south of the Congregational Church (corner of Hartford Avenue and Main Street), south on said Main Street to a point near Roaring Brook in the town of Glastonbury; also from the corner of Main Street and Burnside Avenue in East Hartford easterly through Burnside Avenue to the village of Burnside in the town of East Hartford, thence southerly on Church Street in said village about 700 feet.

The mileage in the town of East Hartford is 4.449 miles and in the town of Glastonbury is 4.551 miles.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

E. S. GOODRICH,

President.

S. G. DUNHAM,

Acting Treasurer.

STATE OF CONNECTICUT, }
HARTFORD COUNTY, } ss.

HARTFORD, CONN., Sept. 15, 1899.

Then personally appeared the above-named E. S. Goodrich, President, and S. G. Dunham, Acting Treasurer, of the East Hartford & Glastonbury Horse Railway Company, and severally made oath that the foregoing certificate, by them subscribed, is true.

Before me,

ELMER M. WHITE,

Notary Public.

THE ENFIELD & LONGMEADOW ELECTRIC RAILWAY COMPANY.

History.

Name of company making this report? The Enfield & Longmeadow Electric Railway Company.

Date of organization? February 11, 1895.

Under laws of what state organized? State of Connecticut.

Corporate Name and Address of the Company.

The Enfield & Longmeadow Electric Railway Company.

Names and Address of Principal Officers.

President,	CHARLES E. GRAHAM,	New Haven, Conn.
Vice-President,	GEORGE T. MATTHEWSON,	Enfield, "
General Manager,	LYMAN A. UPSON,	Thompsonville, "
Superintendent,	GUY L. FAIRBROTHER,	" "
Treasurer,	LYMAN A. UPSON,	" "

Names and Residence of Directors Last Elected.

CHARLES E. GRAHAM,	.	.	.	New Haven, Conn.
CHARLES H. BRISCOE,	.	.	.	Thompsonville, "
LYMAN A. UPSON,	.	.	.	" "
S. HARRISON WAGNER,	.	.	.	New Haven, "
ISRAEL A. KELSEY,	.	.	.	" "
JAS. B. HOUSTON,	.	.	.	Thompsonville, "
GEO. T. MATTHEWSON,	.	.	.	Enfield, "

General Information.

CAPITAL STOCK.

Capital stock authorized by charter,	.	.	.	.	\$500,000.00
Capital stock authorized by vote of company,	.	.	.	.	125,000.00
Capital stock issued, 1,167 full shares of \$100 each,	.	.	.	.	116,700.00
Stock issued for cash,	.	.	.	.	116,700.00
Amount of stock held in Connecticut,	.	.	.	.	69,700.00
Number of stockholders residing in Connecticut,	21.				
Whole number of stockholders,	32.				

BONDS OR FUNDED DEBT.

First mortgage due, November 1, 1916.

Amount of authorized issue, \$150,000.00

Amount issued, 100,000.00

Amount outstanding, 100,000.00

Cash realized on amount issued, 100,000.00

Interest — rate, 5 per cent.

When payable, May 1st and November 1st.

Amount accrued from June 30, 1898, to June 30, 1899, 5,000.00

Amount paid from June 30, 1898, to June 30, 1899, 5,000.00

Cost of Road, Equipment, and Permanent Improvement.

Item.	Total Cost to June 30, 1898.	Total Cost to June 30, 1899.	Cost Per Mile.
Construction:			
*Road built by contract,	\$216,700.00	\$216,700.00	\$25,921.05

NOTE.— Equipment included in contract as above.

* No apportionment made of cost of different parts of construction.

Earnings and Expenses.

STATEMENT OF GROSS EARNINGS.

From passenger transportation,	\$23,952.80
From rents,	99.97
Sale of scrap,	33.97
Rent of real estate,	56.00
Total gross earnings,	\$24,142.74

STATEMENT OF OPERATING EXPENSES.

For repairs of road-bed and track,	\$881.17
For repairs of buildings and fixtures,	110.21
For repairs of electric line construction,	127.62
For removal of snow and ice,	233.50
For repairs of cars,	212.16
For repairs of electric equipment of cars,	117.35
For electric motive power,	3,959.30
For wages and compensation of persons employed in conducting transportation,	6,551.05
For damages, losses, and gratuities to persons,	277.60
For insurance,	204.00
For salaries and wages not included above,	4,593.79
For general expenses (sundries),	191.88

For office expenses,	\$251.53	
For amusements,	161.80	
For supplies and freight and cartage of same,	899.20	
Total operating expenses,		18,772.16
Net earnings,		\$5,370.58

Total Receipts and Expenditures.

STATEMENT OF RECEIPTS FROM ALL SOURCES.

Cash on hand at date of last report,	\$218.57	
Bills and accounts receivable at date of last report,	104.21	
Receipts from gross earnings,	24,142.74	
Bills payable,	5,250.00	
Total,		\$29,715.52

STATEMENT OF TOTAL EXPENDITURES.

For operating expenses,	\$18,772.16	
For taxes,	946.76	
For interest,	5,000.00	
For property account,	21.28	
For any other purposes:		
Bills payable,	3,700.00	
Accounts payable,	151.52	
Bills and accounts receivable this date,	301.21	
Cash on hand to balance,	822.59	
Total,		\$29,715.52

Comparative General Balance Sheet.

Total, June 30, 1898.	Assets.	Total, June 30, 1899.	Increase year ending June 30, 1899.
\$216,700.00	{ Construction account, }	\$216,700.00	.....
.....	{ Equipment account, }		
197.86	Machinery, tools, and fixtures,	50.00	\$50.00
104.21	Materials on hand,	453.00	255.14
218.57	Accounts receivable,	301.21	197.00
2,130.88	Cash on hand,	822.59	604.02
	Profit and loss,	2,423.20	292.32
\$219,351.52	Total,	\$220,750.00	\$1,398.48

Comparative General Balance Sheet.—*Continued.*

Total, June 30, 1898.	Liabilities.	Total, June 30, 1899.	Increase year ending June 30, 1899.	Decrease year ending June 30, 1899.
\$116,700.00	Capital stock,	\$116,700.00	.....	.....
100,000.00	Bonds payable, or funded debt,	100,000.00	.....	.....
2,500.00	Bills payable, or unfunded debt,	4,050.00	\$1,550.00	.....
151.52	Accounts payable, . . . . .	.....	.....	\$151.52
\$219,351.52	Total,	\$220,750.00	\$1,550.00	\$151.52

Inventory of Equipment, June 30, 1899.

Number of enclosed cars owned,	5
Equipped with electric motors,	5
Number of open cars owned,	5
Equipped with electric motors,	5
Number of electric motors owned,	20
Number of electric snow-plows owned,	1
Other articles of equipment, viz.:	
One scraper.	
One tower wagon.	

Amount of Business, etc.

Total number of miles run during year,	190,044
Total number of persons carried during year,	480,258
Total number of round trips for year,	11,990
Number of persons regularly employed by the company,	17
Rates of fare, 5 and 10 cents.	

Description of Road Owned and Operated.

Length of railway owned, measured as single track, exclusive of sidings, switches, etc.,	8.36 miles.
Aggregate length of sidings, switches, etc.,	1,375 feet.
Total length of railway owned, measured as single track, including sidings, switches, etc.,	8.62 miles.
Total length of railway operated, whether owned by this or other companies,	8.36 "
Length of railway operated wholly by electric power,	8.36 "
Description of rail used, and weight per yard: 60 lb. "T" rail, 60 ft. length.	
Name of overhead electric system adopted, and whether single or double trolley: Span & Bracket, single trolley.	
Average speed and maximum speed at which electric cars are run: 8 miles per hour.	

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

CHAS. E. GRAHAM,
President.

LYMAN A. UPSON,
Treasurer.

STATE OF CONNECTICUT, }
ENFIELD, } ss.
NEW HAVEN, }

{ ENFIELD, Sept. 9, 1899.
{ NEW HAVEN, Sept. 11, 1899.

Then personally appeared the above-named, Lyman A. Upson and Charles E. Graham, and made oath that the foregoing certificate, by them subscribed, is true.

Before me,

WILLIS GOWDY,
Notary Public.

As to Chas. E. Graham,

WM. S. TUCKER,
Notary Public.

FAIR HAVEN & WESTVILLE R. R. CO.,

For Four Months Ending October 31, 1898.

History.

Name of company making this report? Fair Haven & Westville Railroad Company.

Date of organization? August, 1860.

Under laws of what state organized? State of Connecticut.

Private acts, 1860, p. 370; 1862, p. 499; 1862, p. 502; 1864, p. 627; 1864, p. 655; 1864, p. 51; 1868, p. 404; 1870, p. 949; 1872, p. 382; 1875, p. 899; 1886, p. 326; 1886, p. 356; 1889, p. 959; 1889, p. 1203; 1893, p. 1066; 1895, p. 472; 1897, p. 1019.

If a consolidated company, name the constituent companies. Not a consolidated company.

If a reorganized company, give name of each original corporation, and refer to laws under which it was organized? Not a reorganized company.

Corporate Name and Address of the Company.

Fair Haven & Westville Railroad Company. Office—730 Chapel Street.

Names and Address of Principal Officers.

President,	HENRY S. PARMELEE,	New Haven, Conn.
Vice-President,	SAMUEL HEMINGWAY,	" "
Superintendent,	WALTER A. GRAHAM,	" "
Treasurer,	LEVERETT CANDEE,	" "

Names and Residence of Directors Last Elected.

HENRY S. PARMELEE,	.	.	.	New Haven, Conn.
SAMUEL HEMINGWAY,	.	.	.	" "
JOHN B. CARRINGTON,	.	.	.	" "
E. HAYES TROWBRIDGE,	.	.	.	" "
GEORGE D. WATROUS,	.	.	.	" "
JAMES S. HEMINGWAY,	.	.	.	" "
WILBUR F. DAY,	.	.	.	" "
SAMUEL E. MERWIN,	.	.	.	" "

General Information.

CAPITAL STOCK.

Capital stock authorized by charter,	\$1,500,000.00
Capital stock authorized by vote of company,	900,000.00
Capital stock issued, 36,000 full shares of \$25 each,	900,000.00
Stock issued for cash,	900,000.00
Amount of stock held in Connecticut,	615,925.00
Number of stockholders residing in Connecticut, 141.	
Whole number of stockholders, 195.	

Cost of Road, Equipment, and Permanent Improvements.

Item.	Expenditures during year, not included in operating expenses, charged to construction or equipment.	Total cost to June 30, 1898.	Total cost to Oct. 31, 1898.	Cost per mile.
Construction :				
Right of way,	\$367.43	\$348,291.10	\$348,658.53	\$17,530.22
Buildings, furniture, and fixtures,	121.33	61,615.64	61,736.97	3,104.07
New electric line construction, . . . . .	.....	39,864.56	39,864.56	2,004.35
New elec.-power stat'n bld., including machinery, etc., . . . . .	.....	139,447.59	139,447.59	7,011.29
Total construction,	\$488.76	\$589,218.89	\$589,707.65	\$29,649.93
Equipment :				
Motors, . . . . .	.....	\$66,350.00	\$66,350.00	\$3,336.02
Passenger cars, . . . . .	.....	65,043.47	65,043.47	3,270.31
Snow sweepers, . . . . .	.....	2,700.00	2,700.00	135.75
Horses, wagons, etc., . . . . .	.....	1,365.00	1,365.00	68.63
Total equipment, . . . . .	.....	\$135,458.47	\$135,458.47	\$6,810.71
Total cost construction, } equipment, etc., }	\$488.76	\$724,677.36	\$725,166.12	\$36,460.64

Earnings and Expenses.

STATEMENT OF GROSS EARNINGS.

From passenger transportation,	\$111,121.30
From United States mails,	191.39
From rents,	48.00
From tickets,	388.00
From advertising,	1,052.50
From special cars,	111.00
Total gross earnings,	\$112,912.19

STATEMENT OF OPERATING EXPENSES.

For repairs of road-bed and track,	\$2,848.24
For repairs of buildings and fixtures,	392.43
For repairs of electric line construction,	1,923.29
For repairs of cars,	2,842.60
For repairs of electric equipment of cars,	1,444.44
For electric motive power,	5,647.21

For wages and compensation of persons employed in conducting transportation,	\$32,877.29	
For damages, losses, and gratuities to persons and property,	727.37	
For salaries and wages not included above,	7,983.47	
For repairs of machinery,	68.21	
For expenses,	6,443.00	
Total operating expenses,		63,197.55
Net earnings,		\$49,714.64

Total Receipts and Expenditures.

STATEMENT OF RECEIPTS FROM ALL SOURCES.

Cash on hand at date of last report,	\$49,775.82	
Receipts from gross earnings,	112,912.19	
Total,		\$162,688.01

STATEMENT OF TOTAL EXPENDITURES.

For operating expenses,	\$63,197.55	
For interest,	7,100.00	
For dividends—number, 2; rate per cent., 1@4% and 1@2%; date when paid, July 1st and October 1st,	54,000.00	
For construction account,	488.76	
Cash on hand to balance,	37,901.70	
Total,		\$162,688.01

Comparative General Balance Sheet.

Total, June 30, 1898.	Assets.	Total, Oct. 31, 1898.	Increase, four months, ending Oct. 31, 1898.	Decrease, four months, ending Oct. 31, 1898.
\$589,218.89	Construction account, .	\$589,707.65	\$488.76	.....
135,458.47	Equipment account, .	135,458.47	.....	.....
20,732.65	New Haven & North Haven St. Ry. Co., .	20,732.65	.....	.....
194,197.80	New Haven & Center- ville St. Ry. Co., .	194,197.80	.....	.....
49,775.82	Cash on hand, . . .	37,901.70	.....	11,874.12
\$989,383.63	Total,	\$977,998.27	\$488.76	\$11,874.12

Comparative General Balance Sheet.—Continued.

Total, June 30, 1898.	Liabilities.	Total, Oct. 31, 1898.	Increase, four months ending Oct. 31, 1898.	Decrease, four months ending Oct. 31, 1898.
\$900,000.00	Capital stock,	\$900,000.00	.....	.....
21,921.31	Accident insurance fund,	24,539.22	\$2,617.91	.....
67,462.32	Profit and loss, . . .	53,459.05	.....	\$14,003.27
\$989,383.63	Total,	\$977,998.27	\$2,617.91	\$14,003.27

Present or Contingent Liabilities not included in Balance Sheet.

None.

Inventory of Equipment, June 30, 1899.

Number of enclosed cars owned,	52
Equipped with electric motors,	42
Equipped with storage batteries: None.	
Number of open cars owned,	46
Equipped with electric motors,	46
Equipped with storage batteries: None.	
Number of electric motors owned,	190
Number of storage batteries owned: None.	
Number of electric cars equipped with fenders,	88
Number of electric snow-plows owned: 1 snow-plow and 4 electric sweepers.	
Number of horses owned,	3
Number of harnesses (pairs of),	3
Number of other vehicles and articles of equipment,	8
1 8-horse snow-sweeper.	
1 4-horse Walkaway snow-plow.	
3 2-horse Boss snow-plows.	
1 2-horse tower-wagon.	
1 2-horse wagon.	
1 1-horse wagon.	

Amount of Business, etc.

Total number of miles run during four months,	574,647,791
Total number of persons carried during four months,	2,230,799
Total number of round trips for four months,	79,015
Number of persons regularly employed by the Company,	225
Rates of fare, 5 cents, and on New Haven and North Haven Street Railway Company, 5 cents.	

Description of Road Owned and Operated.

Length of railway owned, measured as single track, exclusive of sidings, switches, etc.,	19.889 miles.
Aggregate length of sidings, switches, etc., . . . . .	.897 "
Total length of railway owned, measured as single track, including sidings, switches, etc.,	20.786 "
Aggregate length of track owned which is paved,	20.786 "
Length of railway owned by other companies, measured as single track, exclusive of sidings, switches, etc., which this company operates or runs its cars over:	
New Haven and North Haven Street Railway Co.,	2.206 "
New Haven and Centerville Street Railway Co.,	7.758 "
Total length of railway operated, whether owned by this or other companies,	29.853 "
Length of railway operated wholly by electric power,	29.853 "
Description of rail used, and weight per yard: 50, 60, 70, and 74 pounds, T rail, steel.	
Name of overhead electric system adopted, and whether single or double trolley: Westinghouse and General Electric, single trolley.	
Average speed and maximum speed at which electric cars are run:	
City ordinance—Not to exceed 10 miles within one mile of City Hall; not to exceed 12 miles beyond one mile of City Hall.	

Description of the several railway lines owned and operated by this company:

- From Davenport Avenue, through Quinnipiac Street, Grand Avenue, State, Chapel, York Streets, Broadway, Whalley Avenue, and Main Street, to Westville.
- From West River, through Derby Avenue, Norton and Chapel Streets, to York Streets.
- From Chapel Street, through State Street and Union Avenue, to R.R. station New York, New Haven & Hartford Railroad.
- From State Street, through Chapel Street, East Street, and Bridge Street, to Steamboat Landing.
- From State Street, through Water Street to Bridge Street.
- From Grand Avenue, through East Pearl Street, and Chapel Street to East Street.

Description of the several railway lines owned by other companies and operated by this company, giving the towns in which located, and the mileage in each town :**New Haven & North Haven Street Railway Company:**

- From Davenport Avenue, Fair Haven, through Quinnipiac Street to Montowese.

New Haven & Centerville Street Railway Company:

- From Broadway and Elm Street, through Dixwell Avenue to Blake's Corners, Hamden.
- From Munson Street, through Shelton Avenue, to Goodrich Street.
- From Church Street, through Elm Street, to York Street.

List of all Accidents during Four Months ending October 31, 1898.

Cause and Nature of Injury.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	3	..	3
Employes,
Other persons,	1	..	1

Statement of Each Accident in Detail.

July 6. Mrs. H. M. Bogart fell while alighting from car and broke her hip.

August 23. Mrs. Carrol jumped from moving open car, fell and broke thumb.

September 1. Maud Evans, 5 years old, ran in front of car, picked up by wheel guard and only slightly bruised.

October 11. Mrs. Wetherell fell while standing inside car, bruised.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

HENRY S. PARMELEE,
President.

LEVERETT CANDEE,
Treasurer.

STATE OF CONNECTICUT, }
COUNTY OF NEW LONDON, } ss.

NEW HAVEN, September 15, 1899.

Then personally appeared the above-named Henry S. Parmelee and Leverett Candee, and severally made oath that the foregoing certificate, by them subscribed, is true.

Before me,

WALTER P. JUDSON,
Justice of the Peace.

FAIR HAVEN & WESTVILLE R. R. CO.

For Eight Months Ending June 30, 1899.

Consolidated October 31, 1898, ratified by the General Assembly by Resolution approved June 15, 1899.

History.

Name of company making this report? Fair Haven & Westville Railroad Company.

Date of organization? Consolidated Company formed October 31, 1898. The Consolidated Company taking the name of the Fair Haven & Westville Railroad Company.

Under laws of what State organized? State of Connecticut.

If a consolidated company, name the constituent companies:

The Fair Haven & Westville Railroad Company. Chartered June 20, 1860. Private Acts, Vol. 5, p. 370. Amendments: Private Acts, Vol. 5, pp. 498, 503, 620, 627, 655; Vol. 6, pp. 51, 404, 949; Vol. 7, pp. 382, 899; Vol. 10, pp. 326, 356, 959, 1203; Vol. 11, pp. 863, 1040, 1066, 1160, and 1170; Vol. 12, pp. 472 and 1019. Consolidation ratified June 15, 1899.

The New Haven Street Railway Company. Chartered June 21, 1893. Private Acts, Vol. 11, p. 843. Amendments: Private Acts, Vol. 11, p. 863; Vol. 11, pp. 473 and 919.

The New Haven & Centerville Street Railway Company. Chartered June 30, 1893. Private Acts, Vol. 11, p. 1027. Amendments: Private Acts, Vol. 12, page 1028; Vol. 12, p. 478.

Date and authority for each consolidation? October 31, 1898. The provisions of the charter and amendments of the several constituent companies, ratified and confirmed by Private Act of General Assembly, approved June 15, 1899. Certificate of consolidation filed in office of the Secretary of State.

Corporate Name and Address of the Company.

Fair Haven & Westville Railroad Company, New Haven, Conn.
Office, 730 Chapel Street.

Names and Address of Principal Officers.

President,	HENRY S. PARMELEE,	New Haven, Conn.
Vice-President,	SAMUEL HEMINGWAY,	" "
Superintendent,	WALTER A. GRAHAM,	" "
Treasurer,	LEVERETT CANDEE,	" "

Names and Residence of Directors Last Elected.

HENRY S. PARMELEE,	New Haven, Conn.
SAMUEL HEMINGWAY,	" "
JOHN B. CARRINGTON,	" "
E. HAYES TROWBRIDGE,	" "
GEORGE D. WATROUS,	" "
JAMES S. HEMINGWAY,	" "
WILBUR F. DAY,	" "
SAMUEL E. MERWIN,	" "

General Information.

CAPITAL STOCK.

Capital stock authorized by charter,	\$5,000,000.00
Capital stock issued, 30,000 full shares of \$25 each,	2,000,000.00
Stock issued for stock of other corporations:	
Capital stock authorized by the agreement of the several companies entering into the consolidation, ratified by the General Assembly by Resolution approved June 15, 1899. The stock of the consolidated company was fixed at	2,000,000.00
Amount of stock held in Connecticut, 51,040 shares,	1,276,000.00
Number of stockholders residing in Connecticut, 153.	
Whole number of stockholders, 227.	

BONDS OR FUNDED DEBT.

The railroads of The New Haven Street Railway Company and the New Haven & Centerville Street Railway Company were taken by the Consolidated Company, subject to the following mortgages:—

New Haven Street Railway, first mortgage due Sept. 1, 1913.	
Rate, 5 per cent. Interest payable March 1st and Sept. 1st,	\$600,000.00
New Haven Street Railway, first purchase money, consolidated mortgage (first mortgage on former Edgewood Ave., and second mortgage on remainder of former New Haven Street Railway lines). Rate, 5 per cent. Interest payable June 1st and Dec. 1st,	250,000.00
New Haven & Centerville Street Railway Co., first mortgage due Sept. 1, 1933. Rate, 5 per cent. Interest payable March 1st and Sept. 1st,	283,000.00
	<hr/>
	\$1,133,000.00
	<hr/>
Bills payable,	\$565,300.00

Cost of Road, Equipment, and Permanent Improvements.

Item.	Expenditures during 8 m'nths not included in Operating Expenses, charged to Construction or Equipment.	Total Cost to Nov. 1, 1898.	Total Cost to June 30, 1899.	Cost Per Mile.
Construction:				
Moneauguin Beach, . .	\$6,111.87		\$6,111.87	\$100.34
Road-bed and track, . .	8,832.75	\$2,923,914.09	2,932,746.84	48,152.02
Overhead construction, .	8,785.25	80,967.98	89,753.18	1,473.64
Real estate,		68,250.00	68,250.00	1,120.58
Buildings, furniture, and fixtures,		51,238.71	51,238.71	841.28
Shop machinery and tools,	442.72	1,030.87	1,473.59	24.19
New electric power station buildings, including machinery, etc.,		237,976.83	237,976.83	3,907.29
Office furniture,		1,324.00	1,324.00	21.74
Total Construction, . .	\$24,172.59	\$3,364,702.43	\$3,388,875.02	\$55,641.08
Equipment:				
Motors and electrical equipment,	3,985.50	132,750.00	136,735.50	2,245.02
Passenger cars,		161,620.00	161,620.00	2,653.60
Road equipment,		2,335.00	2,335.00	38.33
Total Equipment, . . .	\$3,985.50	\$296,705.00	\$300,690.50	\$4,936.95
Grand Total Cost Construction, Equipment, etc., }	\$28,158.09	\$3,661,407.43	\$3,689,565.52	\$60,578.03

Earnings and Expenses.

STATEMENT OF GROSS EARNINGS.

From passenger transportation,	\$351,241.90
From United States mails,	833.32
From rents,	158.75
From advertising,	2,408.22
From special cars,	1,583.50
From tickets,	1,662.00
Total gross earnings,	\$357,887.69

STATEMENT OF OPERATING EXPENSES.

For repairs of road-bed and track,	\$12,405.16	
For repairs of buildings and fixtures,	1,165.46	
For repairs of electric line construction,	3,759.96	
For removal of snow and ice,	12,836.83	
For repairs of cars,	13,193.46	
For repairs of electric equipment of cars,	9,679.53	
For machinery and fixtures, repairs Station A,	489.02	
For machinery and fixtures, repairs Station B,	1,999.44	
For machinery and fixtures, repair shop.	83.10	
For electric motive power,	26,217.43	
For wages and compensation of persons employed in conducting transportation,	100,368.80	
For damages, losses, and gratuities to persons and property,	2,270.71	
For insurance,	1,825.58	
For salaries and wages not included above,	21,270.17	
For general expense,	16,773.71	
Total operating expenses,		\$224,338.36
Net earnings,		\$133,549.33

Total Receipts and Expenditures.

STATEMENT OF RECEIPTS FROM ALL SOURCES.

Cash on hand at date of consolidation, Oct. 31, 1898,	\$38,751.65	
Bills and accounts receivable at date of consolida- tion, Oct. 31, 1898,	2,698.46	
Receipts from gross earnings as stated,	357,887.69	
Total,		\$399,337.80

STATEMENT OF TOTAL EXPENDITURES.

For operating expenses,	\$224,338.36	
For taxes,	28,755.71	
For interest,	46,216.79	
For dividends—number, 2: rate $1\frac{1}{2}$ per cent., date when paid, Jan. 1st and April 1st,	50,000.00	
For construction account,	18,060.72	
For equipment account,	3,985.50	
For property account,	6,111.87	
For bills payable,	4,557.54	
Cash on hand to balance,	17,311.31	
Total,		399,337.80

Comparative General Balance Sheet.

Total, Nov. 1, 1898.	Assets.	Total, June 30, 1899.	Increase eight months ending June 30, 1899.	Decrease eight months ending June 30, 1899.
\$3,295,128.43	Construction account, .	\$3,313,189.15	\$18,060.72	.....
296,705.00	Equipment account, .	300,690.50	3,985.50	.....
68,250.00	Real estate, .	68,250.00	.....	.....
1,324.00	Office furniture, .	1,324.00	.....	.....
2,698.46	Accounts receivable, .	.....	.....	\$2,698.46
	Moneauguin beach restaurant, .	6,111.87	6,111.87	.....
38,751.65	Cash on hand, .	17,311.31	.....	21,440.34
\$3,702,857.54	Total, .	\$3,706,876.83	\$28,158.09	\$24,138.80

Total, Nov. 1, 1898.	Liabilities.	Total, June 30, 1899.	Increase eight months ending June 30, 1899.	Decrease eight months ending June 30, 1899.
\$2,000,000.00	Capital stock, .	\$2,000,000.00	.....	.....
1,133,000.00	Bonds payable, or funded debt, .	1,133,000.00	.....	.....
569,857.54	Bills payable, or unfunded debt, .	565,300.00	.....	\$4,557.54
.....	Accident insurance fund, .	8,266.56	\$8,266.56	.....
.....	Profit and loss, .	310.27	310.27	.....
\$3,702,857.54	Total, .	\$3,706,876.83	\$8,576.83	\$4,557.54

Inventory of Equipment, June 30, 1899.

Number of enclosed cars owned, .	97
Equipped with electric motors, .	85
Number of open cars owned, .	99
Equipped with electric motors, .	96
Number of electric motors owned, .	364
Number of electric cars equipped with fenders, .	178
Number of electric snow-plows owned, .	5
Number of horses owned, .	6
Number of harnesses (pairs of), .	5
Other articles of equipment, viz.:	
Snow sweepers, .	5
Tower wagons, .	3
One two-horse wagon.	
One one-horse wagon.	

Amount of Business, etc.

Total number of miles run during eight months,	1,852,214
Total number of persons carried during eight months,	7,069,183
Total number of round trips for eight months,	276,273
Number of persons regularly employed by the company,	432
Rates of fare, 5, 10, and 15 cents.	

Description of Road Owned and Operated.

Length of railway owned, measured as single track, exclusive of sidings, switches, etc.,	60.906 miles.
Aggregate length of sidings, switches, etc.,	2.753 "
Total length of railway owned, measured as single track, including sidings, switches, etc.,	63.659 "
Aggregate length of track owned which is paved,	40.200 "
Length of railway owned by other companies, measured as single track, exclusive of sidings, switches, etc., which this company operates or runs its cars over,	2.250 "
Total length of railway operated, whether owned by this or other companies,	63.156 "
Length of railway operated wholly by electric power,	63.156 "
Description of rail used, and weight per yard: 50, 56, 60, 70, 72, 74, lb.; "T" steel rail.	"T"
Name of overhead electric system adopted, and whether single or double trolley: Westinghouse and General Electric, single trolley.	
Average speed and maximum speed at which electric cars are run: Average, 8 miles; maximum, 12 miles.	
Description of the several railway lines owned and operated by this company: From Davenport avenue through Quinnipiac street, Grand avenue, State, Chapel, York streets, Broadway, Whalley avenue, and Main street to Westville. From West River through Derby avenue, Norton and Chapel streets to York street. From Chapel street through State street and Union avenue to Railroad Station New York, New Haven & Hartford Railroad. From State street through Chapel street, East street to Bridge street, to Steamboat Landing. From State street through Water street to Bridge street. From Grand avenue through East Pearl street and Chapel street to East street. From Davenport avenue, Fair Haven, through Quinnipiac street to Montowese. From Broadway and Elm street through Dixwell avenue to Blake's corner, Hamden. From Munson street through Shelton avenue to Goodrich street. From Church street through Elm street to York street. From Church street through State street to East Haven, Moneauguin and Mansfield's Grove, branch from East Haven to Saltonstall. From Church street through State street to Morris Cove and Light-house Point. From Church street through State street to Schultzen Park. From Church street through Elm Street and Edgewood avenue to Westville. From Church street through Chapel and George streets to Edgewood avenue. From Winchester Armory to Centerville and Mount Carmel.	
Description of the several railway lines owned by other companies and operated by this company: The Whitney avenue line is operated under a (99) ninety-nine years' lease and runs to shops of Winchester Repeating Arms Company, near Lake Whitney.	

List of all Accidents during Eight Months ending June 30, 1899.

Cause and Nature of Injury.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	5	..	5
Employes,
Other persons,	5	..	5

Statement of Each Accident in Detail.

Nov. 22d. Morris Smith leading two cows on track, struck by car and injured. One cow killed.

Nov. 24th. Wm. Perry driving cab, struck and slightly injured.

Dec. 16th. Michael Newman driving team, hit and injured.

Jan. 2d. Thomas McClure driving coal cart on track, struck and slightly injured.

Feb. 7th. Mrs. Hubbard while leaving platform slipped and fell. Hurt head slightly.

Feb. 8th. Mrs. Porter while leaving car fell on platform and was injured.

April 23d. Anne Tibbett, small colored child, playing in street, hit and injured.

May 31st. Mrs. Andrew Brockett injured, jumping from open car which was struck by train of The Manufacturers Railroad Company, at the crossing, River and Ferry streets.

June 14th. Mrs. E. P. Bird stepped from car while in motion, claimed to be injured.

June 24th. Mrs. N. Volgman stepped from car while in motion and fell.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

HENRY S. PARMELEE,
President.

LEVERETT CANDEE,
Treasurer.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN, } ss.

NEW HAVEN, Sept. 15, 1899.

Then personally appeared the above-named Henry S. Parmelee and Leverett Candee, and severally made oath that the foregoing certificate, by them subscribed, is true.

Before me,

WALTER P. JUDSON,
Justice of the Peace.

HARTFORD, MANCHESTER & ROCKVILLE TRAMWAY COMPANY.

History.

Name of company making this report? Hartford, Manchester & Rockville
Tramway Company.

Date of organization? June 6, 1894.

Under laws of what state organized? State of Connecticut.

Names and Address of Principal Officers.

President,	M. S. CHAPMAN,	Hartford, Conn.
Vice-President,	R. O. CHENEY,	So. Manchester, Conn.
Treasurer,	R. O. CHENEY,	" "
Corporation Clerk,	J. W. HAYNES,	" "

Names and Residence of Directors Last Elected.

M. S. CHAPMAN,	.	.	.	So. Manchester, Conn.
R. O. CHENEY,	.	.	.	" "
L. B. PLIMPTON,	.	.	.	Hartford, "
E. MORGAN,	.	.	.	Springfield, Mass.
W. H. PRESCOTT,	.	.	.	Rockville, Conn.
R. W. DAY,	.	.	.	Springfield, Mass.
J. W. HAYNES,	.	.	.	So. Manchester, Conn.

General Information.

CAPITAL STOCK.

Capital stock authorized by charter,	.	.	.	.	\$500,000.00
Capital stock authorized by vote of company,	.	.	.	.	300,000.00
Capital stock issued, 3,000 full shares of \$100.00 each,	.	.	.	.	300,000.00
Stock issued to contractors,	.	.	.	.	300,000.00
Amount of stock held in Connecticut, 1,991 shares.					
Number of stockholders residing in Connecticut, 10.					
Whole number of stockholders, 23.					

BONDS OR FUNDED DEBT.

First mortgage due, October 1, 1924.					
Amount of authorized issue,	.	.	.	.	\$300,000.00
Amount issued,	.	.	.	.	200,000.00
Amount outstanding,	.	.	.	.	200,000.00
Cash realized on amount issued,	.	.	.	.	200,000.00
Interest — Rate, 5 per cent. annually.					
When payable, April 1st and October 1st each year.					
Amount accrued from June 30, 1898, to June 30, 1899,	.	.	.	.	10,000.00
Amount paid from June 30, 1898, to June 30, 1899,	.	.	.	.	10,000.00
Unpaid vouchers,	.	.	.	.	8,630.23

Cost of Road, Equipment, and Permanent Improvements.

Item.	Expenditures during year not included in operating expenses, charged to income account as permanent improvements.	Total Cost to June 30, 1898.	Total Cost to June 30, 1899.	Cost Per Mile.
Construction:				
Buildings, furniture and fixtures,	\$3,534.99	\$12,854.28	\$16,389.27	.....
Shop machinery and tools, . .	682.58	1,382.23	2,064.81	.....
Road built by contract, . .	972.97	66,878.77	67,851.74	.....
Purchase of constructed road,		292,350.00	292,350.00	.....
Extension of road-bed, . .	512.13	310.13	822.26	.....
Extension of tracks, . .	292.22	218.59	510.81	.....
New electric power station building, including machinery, etc.,		50,253.61	50,253.61	.....
Power house equipment purchased and installed, . .	268.90	25,942.28	26,211.18	.....
Electric light line, . .		2,343.09	2,343.09	.....
Other items: line, . .	15.34	258.81	274.15	.....
Total construction,	\$6,279.13	\$452,791.79	\$459,070.92	\$25,675.11
Equipment:				
Passenger cars,	5,942.68	65,480.35	71,423.03	.....
Baggage, express, and postal cars,	1,705.00		1,705.00	.....
Work cars (less depreciation in value charged off in 1898, \$30.00),		270.00	270.00	.....
Telephone line,	4.93	1,291.17	1,296.10	.....
Snow-plows,		3,060.00	3,060.00	.....
Fenders and sundry equipment for cars,		1,296.88	1,296.88	.....
Total equipment,	\$7,652.61	\$71,398.40	\$79,051.01	\$4,421.19
Total cost construction, equipment, etc., }	\$13,931.74	\$524,190.19	\$538,121.93	\$30,096.30

Earnings and Expenses.

STATEMENT OF GROSS EARNINGS.

From passenger transportation,	\$101,910.36
From freight transportation,	50.00
From United States mails,	946.04
From express,	670.39
From advertising,	487.50
South Manchester Light, Power, and Tramway Co., rent of power,	3,136.63

Manchester Light and Power Co., rent of power, .	\$2,400.00	
From rent of power,	76.19	
From park,	315.26	
Total gross earnings,		\$109,992.37

STATEMENT OF OPERATING EXPENSES.

For repairs of road-bed and track,	\$5,676.96	
For repairs of buildings and fixtures,	5,217.66	
For repairs of electric line construction,	540.24	
For removal of snow and ice,	1,759.96	
For repairs of cars,	5,874.98	
For repairs of electric equipment of cars,	5,320.82	
For electric motive power,	14,058.34	
For wages and compensation of persons employed in conducting transportation,	21,079.78	
For damages, losses, and gratuities to persons,	600.00	
For damages, losses, and gratuities to property,	86.85	
For insurance,	1,154.18	
For salaries and wages not included above,	8,047.58	
For rent of South Manchester Light, Power, and Tramway Co.'s road,	700.00	
For expense,	5,087.17	
For tool repairs,	311.80	
Total operating expenses,		\$75,516.32
Net earnings,		\$34,476.05

Total Receipts and Expenditures.

STATEMENT OF RECEIPTS FROM ALL SOURCES.

Cash on hand at date of last report,	\$1,182.13	
Bills and accounts receivable at date of last report,	2,562.28	
Receipts from gross earnings,	109,992.37	
Bills payable,	10,000.00	
Accounts payable,	8,630.23	
Total,		\$132,367.01

STATEMENT OF TOTAL EXPENDITURES.

For operating expenses,	\$75,516.32	
For taxes,	2,460.14	
For interest,	10,742.28	
For construction account,	6,279.13	
For equipment account,	7,652.61	
For property account,	871.78	
Bills payable,	16,000.00	
Accounts payable last report,	1,636.15	
Bills and accounts receivable this date,	2,680.26	
Cash on hand to balance,	8,528.34	
Total,		\$132,367.01

Comparative General Balance Sheet.

Total, June 30, 1898.	Assets.	Total, June 30, 1899.	Increase, year ending June 30, 1899.
\$452,791.79	Construction account,	\$459,070.92	\$6,279.13
71,398.40	Equipment account,	79,051.01	7,652.61
2,168.67	Materials on hand,	3,040.45	871.78
2,562.28	Accounts receivable,	2,680.26	117.98
1,182.13	Cash on hand,	8,528.34	7,346.21
\$530,103.27	Total,	\$552,370.98	\$22,267.71

Total, June 30, 1898.	Liabilities.	Total, June 30, 1899.	Increase, year ending June 30, 1899.
\$300,000.00	Capital stock,	\$300,000.00	.....
200,000.00	Bonds payable, or funded debt, .	200,000.00	.....
13,000.00	Bills payable, or unfunded debt,	7,000.00	.....
1,636.15	Accounts payable,	8,630.23	.....
2,500.60	Bond interest accrued, but not due,	2,500.00	.....
12,967.12	Profit and loss,	34,240.75	.....
\$530,103.27	Total,	\$552,370.98	\$22,267.71

Inventory of Equipment, June 30, 1899.

Number of enclosed cars owned,	12
Equipped with electric motors,	12
Number of open cars owned,	21
Equipped with electric motors,	21
Number of electric motors owned,	71
Number of electric cars equipped with fenders,	33
Number of electric snow-plows owned,	2
Number of other vehicles, articles of equipment, etc.:	
One tower wagon.	
Two construction cars without motors.	
One express car.	

Amount of Business, etc.

Total number of miles run during year,	420,051
Total number of persons carried during year,	926,260
Total number of round trips for year,	33,712
Number of persons regularly employed by the company,	65
Rates of fare,	5, 10, and 15 cents

Description of Road Owned and Operated.

Length of railway owned, measured as single track, exclusive of sidings, switches, etc.,	17.88 miles
Aggregate length of sidings, switches, etc., . . . . .	.44 mile
Total length of railway owned, measured as single track, including sidings, switches, etc.,	18.32 miles
Aggregate length of track owned which is paved, . . . . .	.14 mile
Length of railway owned by other companies, measured as single track, exclusive of sidings, switches, etc., which this company operates or runs its cars over, . . . . .	.795 mile
Total length of railway operated, whether owned by this or other companies,	18.675 miles
Length of railway operated wholly by electric power,	18.675 miles
Description of rail used, and weight per yard: 56-lb. T.	
Name of overhead electric system adopted, and whether single or double trolley: Single trolley, side bracket, and span wire construction.	
Average speed and maximum speed at which electric cars are run,	
Average, 10 miles; maximum, 15 miles	

Description of the railway lines owned and operated by this company:

South Manchester line, from Burnside to Manchester Center.

Cross-town line, from Manchester to Manchester Center.

Rockville line, from intersection of Middle Turnpike and Love Lane to Market Street, Rockville.

Description of the railway lines owned by other companies and operated by this company, giving the towns in which located, and the mileage in each town:

South Manchester Light, Power & Tramway. Road located in Manchester, . . .795 miles.

List of All Accidents during Year ending June 30, 1899.

Causes and Nature of Injury.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	1	..	1
Employees,
Other persons,	2	1	2	1

Statement of Each Accident in Detail.

March 30, 1899. Thomas Thorpe, about eleven years old, ran from behind a wagon directly in front of car. Fender was dropped; power reversed promptly. Boy was caught on fender, but struggled off outside of rails. Skull was fractured, probably by step of car. Death ensued almost immediately. Accident happened a few feet east of siding of Station 17, Burnside Avenue, East Hartford.

May 6th. Car passed over body of John B. Ryan, which was lying on open trestle crossing the Hockanum River. Mr. Ryan was apparently dead when conductor reached him.

June 1st. Mr. Trotter, of South Manchester, stepped from moving car. Collar bone broken.

June 12th. Miss Agnes Smith stepped from behind east-bound Glastonbury car directly in front of west-bound Rockville car on Hartford Avenue, East Hartford. Motorman dropped fender and caught Miss Smith, who was carried for a few feet until car could be stopped. Miss Smith's arm was scratched and her side slightly bruised.

These accidents occurred on the tracks of the Hartford Street Railway Company, and the cars were under the control of and being operated by that company at the time of the accidents.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

MARO S. CHAPMAN,

President.

RICHARD O. CHENEY,

Treasurer.

STATE OF CONNECTICUT, }
HARTFORD COUNTY, } ss.

HARTFORD, October 13, 1899.

Then personally appeared the above-named Maro S. Chapman and Richard O. Cheney, President and Treasurer, respectively, of the Hartford, Manchester & Rockville Street Railway Company, and severally made oath that the foregoing certificate, by them subscribed, is true.

Before me,

HARRY M. BURKE,

Justice of the Peace, Hartford County.

HARTFORD STREET RAILWAY COMPANY.

History.

Name of company making this report? Hartford Street Railway Company.
Date of organization? July 21, 1862, as the Hartford & Wethersfield Horse Rail-
way Company; changed to Hartford Street Railway Company, October 4,
1893.
Under laws of what State organized? State of Connecticut.

Corporate Name and Address of the Company.

Hartford Street Railway Company, Hartford, Conn.

Names and Address of Principal Officers.

President,	E. S. GOODRICH,	Hartford, Conn.
Vice-President,	SAMUEL G. DUNHAM,	" "
General Manager,	NORMAN MCD. CRAWFORD,	" "
Superintendent,	FRANK CAUM,	" "
Treasurer,	DANIEL R. HOWE,	" "
Corporation Clerk,	DANIEL R. HOWE,	" "

Names and Residence of Directors Last Elected.

JAMES J. GOODWIN,	New York, N. Y.
CHARLES L. LINCOLN,	Hartford, Conn.
DANIEL R. HOWE,	" "
ATWOOD COLLINS,	" "
SAMUEL G. DUNHAM,	" "
GEORGE E. TAINTOR,	" "
E. S. GOODRICH,	" "

General Information.

CAPITAL STOCK.

Capital stock authorized by charter,	\$2,000,000.00
Capital stock authorized by vote of company,	1,000,000.00
Capital stock issued, 10,000 full shares of \$100 each,	1,000,000.00
Stock issued for cash,	1,000,000.00
Amount of stock held in Connecticut,	802,600.00
Number of stockholders residing in Connecticut, 111.	
Whole number of stockholders, 131.	

BONDS OR FUNDED DEBT.

Debenture bonds, Hartford Street Railway Co.:

Amount of authorized issue,	\$2,000,000.00
Amount issued,	1,977,000.00
Amount outstanding,	1,677,000.00
Cash realized on amount issued,	2,007,270.90

Interest — Rate, 5 per cent.

When payable, January and July, February and August, March and September, April and October, May and November, June and December.

Amount accrued from June 30, 1898, to June 30, 1899,	100,415.45
Amount paid from June 30, 1898, to June 30, 1899,	104,291.61
Bills payable,	120,000.00
Accounts payable,	17,597.84

Cost of Road, Equipment, and Permanent Improvements.

Item.	Expenditures during Year not included in Operating Expenses, charged to Construction or Equipment.	Total Cost to June 30, 1898.	Total Cost to June 30, 1899.	Cost per Mile.
Construction:				
Paving and macadam,	\$15,572.70	\$145,871.58	\$161,444.28	.....
Underground conduit,	.....	8,120.85	8,120.85	.....
Shop machinery and tools,	1,213.96	4,721.79	5,935.75	.....
Engineering expenses,	3,668.92	30,595.28	34,264.20	.....
Interest during construction,	.....	16,722.86	16,722.86	.....
Extension of tracks (length, 1,600 feet),	26,501.24	951,647.93	978,149.17	.....
New electric line construction (length, 1,600 feet),	4,236.81	282,732.81	286,969.62	.....
New electric power station building, including machinery, etc.,	58,377.84	297,392.27	355,770.11	.....
Other new buildings necessary for operation of railway,	9,103.30	391,363.71	400,467.01	.....
Total Construction,	\$118,674.77	\$2,129,169.08	\$2,247,843.85	\$39,476.72
Equipment:				
Additional cars and other vehicles,	3,921.94	296,100.38	300,022.32	.....
Electric equipment of same,	.....	213,513.70	213,513.70	.....
Additional horses,	575.00	1,745.81	2,320.81	.....
Fenders,	.....	13,839.75	13,839.75	.....
Stone crusher,	.....	2,695.93	2,695.93	.....
Total Equipment,	\$4,496.94	\$527,895.57	\$532,392.51	\$9,349.89
Grand Total Cost Construction, Equipment, etc.,	\$123,171.71	\$2,657,064.65	\$2,780,236.36	\$48,826.61

Earnings and Expenses.**STATEMENT OF GROSS EARNINGS.**

From passenger transportation,	\$610,585.68	
From freight transportation,	1,187.33	
From United States mails,	1,791.51	
From express,	1,066.53	
Total gross earnings,		\$614,631.05

STATEMENT OF OPERATING EXPENSES.

For repairs of road-bed and track,	\$27,071.28	
For incidentals,	6,838.80	
For repairs of buildings and fixtures,	5,527.06	
For repairs of electric line construction,	10,026.15	
For removal of snow and ice,	12,205.92	
For repairs of cars,	32,350.12	
For repairs of electric equipment of cars,	17,312.42	
For legal expenses,	4,626.32	
For printing and stationery,	1,063.41	
For provender, hay, etc.,	5,154.03	
For electric motive power,	56,716.98	
For wages and compensation of persons employed in conducting transportation,	195,737.90	
For car supplies,	9,437.22	
For damages, losses, and gratuities to property and persons,	8,860.33	
For insurance,	5,915.97	
For salaries and wages not included above,	26,792.77	
For repairs of electric plant,	1,083.38	
For repairs of steam plant,	5,038.92	
For repairs of wagons,	805.22	
For repairs of tools and machinery,	1,143.27	
Total operating expenses,		433,707.47
Net earnings,		\$180,923.58

Total Receipts and Expenditures.**STATEMENT OF RECEIPTS FROM ALL SOURCES.**

Cash on hand at date of last report,	\$5,313.73	
Bills and accounts receivable at date of last report,	2,852.86	
Receipts from gross earnings as stated,	614,631.05	
Receipts from other sources:		
Rent, \$999.83; advertising, \$1,799.94; interest, \$1,482.51,	4,282.28	
Subscription to new stock,	357,100.00	
Bills payable, \$110,000.00; voucher account, \$10,- 930.50; inventory decrease, \$2,280.94,	123,211.44	
Newington Tramway Co. stock,	296.00	
Total,		\$1,107,687.36

STATEMENT OF TOTAL EXPENDITURES.

For operating expenses,	\$433,707.47
For taxes,	38,471.43
For interest,	104,291.61
For dividends — number, 3; rate per cent., 1½; date when paid, Oct. 1, 1898, January 1, and April 1, 1899,	42,000.00
For construction account,	118,674.77
For equipment account,	4,496.94
For any other purposes:	
Debenture bonds, Series A, B, C,	300,000.00
Ticket account, \$237.02; accident insurance, \$1,835.83; unimpaired insurance premium, \$2,600.15,	4,673.00
Bills and accounts receivable this date,	5,562.99
Cash on hand to balance,	55,809.15
Total,	\$1,107,687.36

Comparative General Balance Sheet.

Total, June 30, 1898.	Assets.	Total, June 30, 1899.	Increase Year ending June 30, 1899.	Decrease Year ending June 30, 1899.
\$2,129,169.08	Construction account,	\$2,247,843.85	\$118,674.77	
527,895.57	Equipment account,	532,392.51	4,496.94	
296.00	Newington Tramway Co. stock,			\$296.00
18,675.39	Materials on hand,	16,394.45		2,280.94
852.86	Accounts receivable,	3,562.99	2,710.13	
2,000.00	Certificate of deposit,	2,000.00		
3,590.05	Unexpired insurance pre- mium,	6,190.20	2,600.15	
5,313.73	Cash on hand,	55,809.15	50,495.42	
\$2,687,792.68	Total,	\$2,864,193.15	\$178,977.41	\$2,576.94

Total, June 30, 1898.	Liabilities.	Total, June 30, 1899.	Increase Year ending June 30, 1899.	Decrease Year ending June 30, 1899.
\$642,900.00	Capital stock,	\$1,000,000.00	\$357,100.00	
1,977,000.00	Bonds payable, or funded debt,	1,677,000.00		\$300,000.00
10,000.00	Bills payable, or unfunded debt,	120,000.00	110,000.00	
6,667.34	Accounts payable,	17,597.84	10,930.50	
24,295.81	Accrued interest,	20,419.65		3,876.16
24,117.93	Accrued taxes,	26,775.13	2,657.20	
343.99	Tickets outstanding,	106.97		237.02
2,019.36	Accident insurance,	183.53		1,835.83
448.25	Profit and loss,	2,110.03	1,661.78	
\$2,687,792.68	Total,	\$2,864,193.15	\$482,349.48	\$305,949.01

Present or Contingent Liabilities, not Included in Balance Sheet.

Bonds guaranteed by this company, as to interest only at 5 per cent., East Hartford & Glastonbury Horse Railroad Company, debenture, . . . \$200,000.00

Inventory of Equipment, June 30, 1899.

Number of enclosed cars owned, passenger,	89
Equipped with electric motors,	89
Number of open cars owned, passenger,	85
Equipped with electric motors,	85
Number of electric motors owned,	417
Number of electric cars equipped with fenders, Providence fenders,	181
Number of electric snow-plows and sweepers owned,	16
Number of horses owned,	16
Number of other vehicles, tower wagons — trucks,	3
Other articles of equipment, viz.:	
Three express cars,	
One sand car.	
One wrecker.	
One freight motor, "12."	
One special "S."	
Freight cars without motors: gondolas, 2; flat, 1; box, 3; dump, 6.	

Amount of Business, etc.

Total number of miles run during year,	3,148,930
Total number of persons carried during year,	12,596,948
Total number of round trips for year,	385,569
Number of persons regularly employed by the company,	550
Rates of fare, 5, 10, 15, and 20 cents.	

Description of Road Owned and Operated.

Length of railway owned, measured as single track, exclusive of sidings, switches, etc.,	56.941
Aggregate length of sidings, switches, etc.,	5.595
Total length of railway owned, measured as single track, including sidings, switches, etc.,	62.536
Length of new electric railway under construction June 30, 1899, . . . . .	.744
Length of railway owned by other companies, measured as single track, exclusive of sidings, switches, etc., which this company operates or runs its cars over,	13.623
Total length of railway operated, whether owned by this or other companies,	70.564
Length of railway operated wholly by electric power,	56.941
Description of rail used, and weight per yard: 72 and 90 lb. girder; 45, 58, and 70 "T," 108 lb. grooved.	
Name of overhead electric system adopted, and whether single or double trolley: single.	
Average speed and maximum speed at which electric cars are run: 6, 8, and 10 miles.	

Description of the several railway lines owned and operated by this company:
Wethersfield Line—From Broad street in the town of Wethersfield, through Main, High, and Prison streets and Hartford Avenue, in the city of Hartford through Wethersfield avenue, Main street, Windsor avenue to the town line of Windsor.

Main Street Line—From Union Grove through Wethersfield avenue to Main street to Windsor avenue to Westland street.

Asylum Avenue Line—From City Hall Square through Asylum street and Asylum avenue to Woodland street.

Farmington Avenue Line—From City Hall Square through Asylum street and Farmington avenue to West Hartford Center.

Parkville Line—From City Hall Square through Asylum, Ford, and Trinity streets, Capitol avenue, Laurel and Park streets to Prospect avenue.

Ashley Street Line—From City Hall Square through Asylum, Garden, and Ashley streets to Woodland street.

Retreat Avenue Line—From Vernon Street Depot through Vernon street, Retreat avenue, Main street, and Albany avenue to Vine street.

Broad Street Line—From Vernon Street Depot through Broad, Park, Lafayette, Trinity, and Pearl streets to City Hall.

Cedar Hill and Blue Hills Line—From Cedar Hill Cemetery through Fairfield and New Britain avenues, Washington street, Retreat avenue, Main street, Albany and Blue Hills avenues to St. Benedict's Cemetery.

Zion Street Line—From City Hall Square through Asylum, Ford, Trinity, Lafayette, Park, and Zion streets to the Stone Pits.

New Park Avenue Line—From City Hall Square through Asylum, Ford, and Trinity streets, Capitol Avenue, Laurel and Park streets and New Park avenue to Prospect avenue.

Charter Oak Avenue Line—From Wehassett street through Huyshope avenue, Charter Oak avenue, Main street and Windsor avenue to Capen street.

Windsor Line—From City Hall Square through Main street, Windsor avenue, through Windsor, Poquonock to Rainbow.

South Windsor Line—From City Hall Square through Main and Morgan streets, across the Connecticut River, through State avenue and Main street, East Hartford, through South Windsor to East Windsor Hill.

Glastonbury Line—From City Hall Square through Main and Morgan streets, across the Connecticut River, through State avenue and Main street, East Hartford, leased through Hockanum and North Glastonbury to South Glastonbury.

Burnside Line—From City Hall Square through Main and Morgan streets, across the Connecticut River, through State avenue and Main street, and leased through Burnside avenue, East Hartford, to Burnside.

New Britain Line—From City Hall Square through Main street, Retreat avenue, Washington street, New Britain and Newington avenues to Newington Church.

Description of line owned by the Central Railway & Electric Company and operated jointly with this company:

New Britain Line—From Newington Church through Newington Street, Back lane in Newington, through Jubilee, Chestnut, and Main streets to Central Park in New Britain. Distance, 9.246 miles.

The East Hartford & Glastonbury Horse Railroad Company leased by the Hartford Street Railway Company, December 15, 1897, extends from a point on Main street, East Hartford, one mile south of the Congregational Church (corner of Hartford avenue and Main street), south on said Main street to a point near Roaring Brook in the town of Glastonbury; also from the corner of Main street and Burnside avenue, in East Hartford, easterly through Burnside avenue to the village of Burnside, in the town of East Hartford, then southerly on Church street in said village about 700 feet.

The mileage in the town of East Hartford is 4.449 miles, and in the town of Glastonbury is 4.551 miles.

List of all Accidents during Year ending June 30, 1899.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	7	..	18	..	25
Employees,	1	..	1	..
Other persons,	2	2	18	2	20

Statement of each Accident in Detail.

- 1898, July 22. Harvey Johnson jumped from moving car on Trinity street. Hip injured by striking pavement.
- July 25. As a car was making stop on Main street a lady, Mrs. Phelps, stepped off and fell. Quite badly injured. Watch broken.
- July 12. Hyman Smith jumped from moving car backwards and was badly injured.
- August 2. Estelle Russell while standing too near car track was struck by front end of car and knocked down. Arm hurt.
- August 6. Charles Cullerton stepped from behind loaded wagon in front of moving car. Head cut, right leg broken.
- August 22. John Rourke motioned for car to stop, did not wait, jumped off, fell, breaking collar bone.
- August 23. David Saled jumped from moving car at City Hall and was quite badly hurt. Leg and elbow injured.
- August 25. An unknown man, intoxicated, was standing on rear platform of Glastonbury car, started to take a seat in car, fell off, badly injured. He was brought to Hartford.
- September 3. A man, unknown, thinking car had stopped at end of line, stepped off backwards. He received a bad fall. Wrist quite badly injured.
- September 3. A cow belonging to R. Grant was struck by a car and badly hurt. Cow was killed by the owner.
- September 11. A woman, unknown, jumped off moving car on Main street; injured and taken to drugstore.

- September 13. Martin Gilligan crossed track, started back again, was struck by car and hurt.
- September 15. Mr. W. P. Williams drove front of a car on Garden street. The wagon was struck by car and Mr. Williams thrown out, receiving fatal injuries.
- September 25. George Backer tried to board moving car, at night, on Glastonbury line, but lost hold, fell, and crushed foot. He was taken to hospital.
- September 26. Elmer Robinson drove too near car tracks on Hartford avenue. Struck by car, carriage wheel broken.
- October 2. James Livingstone jumped from moving car backwards, fell, and was badly injured. Taken to hospital.
- October 2. Mr. W. Chandler stepped from car while in motion and hurt his head. He claimed he was thrown off.
- October 3. Mr. Lee, after boarding car, attempted to walk from middle of car to front end, lost hold, fell off, and hurt leg.
- October 16. Mrs. Times after leaving car at end of Burnside line turned ankle over. She claimed car did not stop at right place, and that she had sprained side and ankle.
- October 28. Michael Kannivan was walking on track, at night, on Windsor line. He was struck by car and legs injured. Injuries fatal.
- October 29. John Lavine, while walking on tracks on Bridge road, stepped front of a car, was knocked down and back hurt.
- November 2. In a collision between a West Hartford car and a Suburban car several people were slightly injured.
- November 27. Albert Hearn, motorman, was killed while running car in South Glastonbury during blizzard. The car ahead stopped and Hearn's car ran into it, it being impossible to see ahead.
- 1899, January 9. A. B. Miller, while driving on car track, coming toward car, was struck by it, wagon tipped over, driver thrown out, and badly injured.
- January 14. George Ostrander was carelessly driving ahead of a car, pulled in too near track and was struck by car. The driver fell out, receiving a small cut on face.
- January 17. Mr. Morris tried to board moving car, slipped and fell, injuring side, arm, and head.
- January 28. Miss Lotteg stepped from car before it stopped, and fell. Head hurt. Taken to Dr. Mayer's office.
- January 28. Mrs. Kingsbury stepped from moving car, injured, and taken to drug store.
- February 1. George Cook received a cut on head in a collision between two Windsor cars.
- February 10. Dr. Cressy was struck on head by a trolley pole falling from car at corner of Main and State streets.
- March 8. William Bremley was injured by a trolley pole which fell from a car on Asylum street.
- March 12. Mrs. Covell was badly injured while trying to get on a car that was just starting.
- March 30. A boy, Thomas Thorpe, stepped from behind a team in front of a car and was killed.
- April 25. A car jumped track on Windsor line. Unknown lady hurt knee; Fred. Hess damaged hat.

- May 2. J. E. Hall drove front of car on Albany avenue ; Mr. Hall was thrown from wagon, face and head cut, wagon wheel smashed.
- May 2. Mr. A. Reade jumped from moving car, slipped and fell. Taken to drugstore.
- May 8. An unknown man, drunk, tried to board car as it passed corner. He slipped and fell, cutting back of head.
- May 21. In a collision on Albany avenue, between Blue Hills car and Albany avenue car, Mrs. Charles Stodel and Patrick Burns were slightly injured.
- May 28. Mr. Redding was standing up in car, as it rounded curve, ready to alight from car. He either fell or jumped from car and was hurt.
- June 14. Three people, Mike Delaney, May Barnes, and Abbie Hubbard, drove front of a car on Hartford avenue, late at night. Carriage was struck and occupants tipped out. One of the ladies received slight injuries.
- June 18. John Harris fell from bicycle front of car. Fender passed over him and he was pushed a short distance by life guard. Head and nose cut.
- June 18. A boy, Daniel Prollens, ran front of moving car ; knocked down by fender. Arm and leg hurt.
- June 27. Mrs. Agnes Conway got off car at Charter Oak street. The street was torn up to lay track and the lady fell down in ditch. Somewhat injured.
- June 30. John Manion and George Barnard, while standing on running board of car at City Hall, were struck by a car passing. Both were hurt, one quite severely.
- June 25. A man, name not known, jumped on moving car. He was swung around by the motion of car and claimed his arm was wrenched.
- There were also several slight accidents or mishaps during the past year resulting in no serious injury to person or damage to property, of which no record has been made.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

E. S. GOODRICH,
President.

S. G. DUNHAM,
Acting Treasurer.

STATE OF CONNECTICUT, }
COUNTY OF HARTFORD, } ss.

HARTFORD, CONN., Sept. 15, 1899.

Then personally appeared the above-named E. S. Goodrich, President, and S. G. Dunham, acting Treasurer, of the Hartford Street Railway Company, and severally made oath that the foregoing certificate, by them subscribed, is true.

Before me,

ELMER M. WHITE,
Notary Public.

THE MANUFACTURERS' RAILROAD COMPANY.

History.

Name of company making this report? The Manufacturers' Railroad Company.

Date of organization? November 23, 1893.

Under laws of what state organized? Connecticut. Chartered June 23, 1893.

Charter amended May 9, 1895. Charter amended May 12, 1895.

Corporate Name and Address of the Company.

The Manufacturers' Railroad Company, New Haven, Conn.

Names and Address of Principal Officers.

President,	GEORGE S. BARNUM,	New Haven, Conn.
Vice-President,	N. W. KENDALL,	" "
General Manager,	SIMEON J. FOX,	" "
Secretary,	FRANK L. BIGELOW,	" "
Treasurer,	SIMEON J. FOX,	" "
Corporation Clerk,	EDWARD L. FOX,	" "

Names and Residence of Directors Last Elected.

GEORGE S. BARNUM,	.	.	.	New Haven, Conn.
N. W. KENDALL,	.	.	.	" "
SIMEON J. FOX,	.	.	.	" "
FRANK L. WILLIAMS,	.	.	.	" "

General Information.

CAPITAL STOCK.

Capital stock authorized by charter,	\$20,000.00
Capital stock authorized by vote of company,	20,000.00
Capital stock issued, 800 full shares of \$25 each,	20,000.00
Stock issued for cash,	20,000.00
Amount of stock held in Connecticut,	20,000.00
Number of stockholders residing in Connecticut, 6.	
Whole number of stockholders, 6.	

BONDS OR FUNDED DEBT.

Note on demand,	\$14,000.00
---------------------------	-------------

Cost of Road, Equipment, and Permanent Improvements.

Item.	Expenditures during year not included in operating expenses, charged to construction or equipment.	Total Cost to June 30, 1898.	Total Cost to June 30, 1899.	Cost Per Mile.
Construction,		\$27,866.66		
Motor pit,	\$203.75			
Total construction,	\$203.75	\$27,866.66	\$28,070.41	\$20,579.50
Equipment,		5,761.92		
Repairs of motor,	736.30			
Total equipment,	\$736.30	\$5,761.92	\$6,498.22	\$4,764.10
Total cost construction, equipment, etc, }	\$940.05	\$33,628.58	\$34,568.63	\$25,343.60

Earnings and Expenses.

STATEMENT OF GROSS EARNINGS.

From freight transportation,	\$6,552.60
Total gross earnings,	\$6,552.60

STATEMENT OF OPERATING EXPENSES.

For repairs of road-bed and track,	\$204.42
For repairs of cars,	4.60
For electric motive power,	887.36
For wages and compensation of persons employed in conducting transportation,	2,642.56
For insurance,	125.00
For rent of Fair Haven & Westville R. R. Co.,	130.00
For office expenses,	25.67
For oil and waste,	12.23
For small tools,	37.52
Total operating expenses,	\$4,069.36
Net earnings,	\$2,483.24

Total Receipts and Expenditures.

STATEMENT OF RECEIPTS FROM ALL SOURCES.

Cash on hand at date of last report,	\$145.89
Bills and accounts receivable at date of last report,	509.76
Receipts from gross earnings,	6,552.60
Total,	\$7,208.25

STATEMENT OF TOTAL EXPENDITURES.

For operating expenses,	\$4,069.36	
For taxes,	200.00	
For interest,	719.21	
For construction account,	203.75	
For equipment account,	736.30	
Bills and accounts receivable this date,	519.93	
Cash on hand to balance,	759.70	
Total,		\$7,208.25

Comparative General Balance Sheet.

Total, June 30, 1898.	Assets.	Total, June 30, 1899.	Increase Year ending June 30, 1899.
\$27,866.66	Construction account,	\$28,070.41	\$203.75
5,761.92	Equipment account,	6,498.22	736.30
35.19	Small tools,	72.71	37.52
17.40	Motor pit,	17.40	.....
509.76	Accounts receivable,	519.93	10.17
145.89	Cash on hand,	759.70	613.81
\$34,336.82	Total,	\$35,938.37	\$1,601.55

Total, June 30, 1898.	Liabilities.	Total, June 30, 1899.	Increase Year ending June 30, 1899.
\$20,000.00	Capital stock,	\$20,000.00	.....
14,000.00	Bills payable, or unfunded debt,	14,000.00	.....
.....	Taxes,	340.00	\$340.00
336.82	Profit and loss,	1,598.37	1,261.55
\$34,336.82	Total,	\$35,938.37	\$1,601.55

Inventory of Equipment, June 30, 1899.

Number of enclosed cars owned. None.

Number of open cars owned. Our company hauls freight in cars furnished by N. Y., N. H. & H. R. R. Co.

Number of electric motors owned, 1. 30-ton motor from General Electric Co.

Amount of Business, etc.

Number of persons regularly employed by the company, 3.

Description of Road Owned and Operated.

Length of railway owned, measured as single track, exclusive of sidings, switches, etc.,	1.364 miles.
Aggregate length of sidings, switches, etc. Sidings and switches are all owned by the Manufacturers.	
Total length of railway owned, measured as single track, including sidings, switches, etc.,	1.364 miles.
Aggregate length of track owned which is paved,	500 feet.
Length of railway owned by other companies, measured as single track, exclusive of sidings, switches, etc., which this company operates or runs its cars over,	about 500 feet.
Total length of railway operated, whether owned by this or other companies,	1.364 miles.
Length of railway operated wholly by electric power,	1.364 miles.
Description of rail used, and weight per yard: T rail, 70 lbs.	
Name of overhead electric system adopted, and whether single or double trolley: Overhead wires, single trolley.	
Average speed and maximum speed at which electric cars are run, 4 miles per hour.	

Description of the several railway lines owned and operated by this company:

Our railroad connects with the N. Y., N. H. & H. R. R. at Cedar Hill and runs across private land near the bank of Mill River, crossing Grand Avenue at grade and coming out on East Chapel Street near the Yale boathouse, using track of Fair Haven & Westville R. R. Co. to James Street and then running on our own tracks through James Street to River Street and through River Street to East Pearl Street.

Statement of Each Accident in Detail.

A slight collision between our motor and car of F. H. & W. R. R. Co. at Ferry Street, no injuries on our line.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

GEORGE S. BARNUM,
President.

SIMEON J. FOX,
Treasurer.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN, } ss.

October 11, 1899.

Then personally appeared the above-named George S. Barnum, President, and Simeon J. Fox, Treasurer of The Manufacturers' Railroad Company, and severally made oath that the foregoing certificate, by them subscribed, is true.

Before me,

E. A. BRADLEY,
Notary Public.

MERIDEN ELECTRIC RAILROAD COMPANY.

History.

Name of company making this report ? Meriden Electric Railroad Company.

Date of organization ? August 14, 1886.

Under laws of what state organized ? State of Connecticut.

House joint resolution, No. 217, January session, 1886; Senate joint resolution, No. 327, January session, 1893; substitute for Senate bill, No. 34, and Senate joint resolution, No. 106, January session, 1895.

Names and Address of Principal Officers.

President,	N. H. HEFT,	New Haven, Conn.
Superintendent,	W. P. BRISTOL,	Meriden, “
Treasurer,	W. L. SQUIRE,	New Haven, “
Corporation Clerk,	W. L. SQUIRE,	“ “

Names and Residence of Directors Last Elected.

JOHN L. BILLARD,	Meriden, Conn.
JOHN C. BYXBEE,	“ “
E. J. DOOLITTLE,	“ “
J. M. HALL,	New Haven, Conn.
N. H. HEFT,	Bridgeport, “
JOHN W. MIX,	Yalesville, “
CHAS. L. ROCKWELL,	Meriden, “

General Information.

CAPITAL STOCK.

Capital stock authorized by charter,	\$1,000,000.00
Capital stock authorized by vote of company,	1,000,000.00
Capital stock issued, 10,000 full shares of \$100 each,	1,000,000.00
Stock issued for cash,	80,000.00
Stock issued for electrical equipment, and extensions of road contracts,	920,000.00
Amount of stock held in Connecticut,	999,900.00
Number of stockholders residing in Connecticut, 19.	
Whole number of stockholders, 20.	

BONDS OR FUNDED DEBT.

First mortgage due, October 1, 1911, and January 1, 1924.

Amount of authorized issue, \$100,000, of which \$15,000 has }
 been canceled; \$500,000 subject to \$85,000 of prior issue, } net, \$500,000.00

Interest—Rate, 5 per cent.

When payable, \$85,000 on April 1st and October 1st; \$415,000 on

January 1st and July 1st.

Amount accrued from June 30, 1898, to June 30, 1899, 25,000.00

Amount paid from June 30, 1898, to June 30, 1899, 25,000.00

Miscellaneous obligations, 141,900.00

Cost of Road, Equipment, and Permanent Improvements.

Item.	Expenditures during year, not included in operating expenses, charged to construction or equipment.	Total Cost to June 30, 1898.	Total Cost to June 30, 1899.	Cost Per Mile.
Construction:				
Cost of road being electrically equipped,		\$173,930.00	\$173,930.00	
Right of way,		300.00	300.00	
Other real estate,		461.10	461.10	
Grading, and bridge and culvert masonry,	\$12,966.66	74,670.82	87,637.48	
Buildings, furniture, and fixtures,		10,146.55	10,146.55	
Engineering expenses,		560.66	560.66	
Road built by contract,		1,235,000.00	1,235,000.00	
Extension of tracks,		12,318.81	12,318.81	
New electric line construction,		14,999.13	14,999.13	
New electric-power station, building, including machinery, etc.,	16.00	3,287.71	3,303.71	
General expense (legal),	169.20	7,095.41	7,264.61	
Total construction,	\$13,151.86	\$1,532,770.19	\$1,545,922.05	\$90,936.59
Equipment:				
Motors,		\$8,137.25	\$8,137.25	
Passenger cars,	\$248.23	18,129.25	18,377.48	
Sweeper and snow-plows,		3,433.22	3,433.22	
Fenders,		894.68	894.68	
Hanover Park property,	18,547.88	40,986.77	59,534.65	
Total equipment,	\$18,796.11	\$71,581.17	\$90,377.28	\$5,316.31
Total cost construction, } equipment, etc., }	\$31,947.97	\$1,604,351.36	\$1,636,299.33	\$96,252.90

Earnings and Expenses.**STATEMENT OF GROSS EARNINGS.**

From passenger transportation,	\$106,688.21	
From United States mails,	337.16	
From advertising,	562.50	
From park receipts,	3,732.01	
From sale of power,	753.15	
Total gross earnings,		\$112,123.03

STATEMENT OF OPERATING EXPENSES.

For repairs of road-bed and track,	\$4,898.66	
For repairs of buildings and fixtures,	511.69	
For repairs of electric line construction,	559.53	
For removal of snow and ice,	2,484.38	
For repairs of cars,	1,157.24	
For repairs of electric equipment of cars,	771.86	
For harnesses, horse-shoeing, and veterinary care,	96.17	
For provender, hay, etc.,	233.76	
For electric motive power,	11,621.42	
For wages and compensation of persons employed in conducting transportation, and expenses,	33,155.97	
For insurance,	891.78	
For other operating expenses: Repairs of motors, \$3,914.56; miscellaneous ex- penses, \$744.27; repairs of trucks, \$2,119.84; maintenance of park, \$1,284.49; operation of park, \$4,845.78; repairs of power plant, \$418.22; office expenses, \$2,875.50; miscel- laneous repairs, \$960.13; legal expenses, \$366.67,	17,529.46	
Total operating expenses,		73,911.92
Net earnings,		\$38,211.11

Total Receipts and Expenditures.**STATEMENT OF RECEIPTS FROM ALL SOURCES.**

Cash on hand at date of last report,	\$1,226.23	
Receipts from gross earnings,	112,123.03	
Receipts from loans,	23,025.00	
Receipts from rebates,	2,508.03—	137,656.06
Total,		\$138,882.29

STATEMENT OF TOTAL EXPENDITURES.

For operating expenses,	\$73,911.92
For taxes,	5,569.87
For interest,	25,000.00
For construction account,	13,151.86

For equipment account,	\$248.23	
For Hanover Park,	18,547.88	
For any other purposes:		
Damages to property,	86.96	
Injuries to persons,	470.86	
Individuals and companies,	462.81	
Cash on hand to balance,	1,432.90—	138,882.29
Total,		\$138,882.29

Comparative General Balance Sheet.

Total, June 30, 1898.	Assets.	Total, June 30, 1899.	Increase year ending June 30, 1899.	Decrease year ending June 30, 1899.
\$1,532,770.19	Construction account,	\$1,545,922.05	\$13,151.86	.....
30,594.40	Equipment account,	30,842.63	248.23	.....
40,986.77	Hanover Park,	59,534.65	18,547.88	.....
2,726.57	Materials on hand,	1,321.07	.....	\$1,405.50
61.69	Cashier's and Supt's con- tingency fund,	61.69	.....	.....
1,226.23	Cash on hand,	1,432.90	206.67	.....
1,058.70	Suspense,	1,710.30	651.60	.....
410.53	Individuals and companies,	519.16	108.63	.....
44,838.70	Profit and loss,	42,936.53	.....	1,902.17
\$1,654,673.78	Total,	\$1,684,280.98	\$32,914.87	\$3,307.67

Total, June 30, 1898.	Liabilities.	Total, June 30, 1899.	Increase year ending June 30, 1899.	Decrease year ending June 30, 1899.
\$1,000,000.00	Capital stock,	\$1,000,000.00	.....	.....
500,000.00	Bonds payable, or funded debt,	500,000.00	.....	.....
118,875.00	Bills payable, or unfunded debt,	141,900.00	\$23,025.00	.....
8,946.94	Accounts payable,	8,954.94	8.00	.....
14,744.88	Interest on bills payable,	21,876.40	7,131.52	.....
1,062.55	Bond interest,	1,062.55	.....	.....
9,753.38	Accident ins. sinking fund,	9,196.06	.....	\$557.32
1,291.03	Special account,	1,291.03	.....	.....
\$1,654,673.78	Total,	\$1,684,280.98	\$30,164.52	\$557.32

Inventory of Equipment, June 30, 1899.

Number of enclosed cars owned,	22
Equipped with electric motors,	22
Number of open cars owned,	24
Number of electric motors owned,	53
Number of electric cars equipped with fenders,	22
Number of electric snow-plows owned, 3; one electric sweeper.	
Number of horses owned,	2
Number of harnesses (pairs of), 1 double and 1 single.	
Number of sleighs,	1
Number of other vehicles, 2 light wagons,	2
Other articles of equipment, viz.:	
One tower wagon.	
Two gravel cars.	
One horse sweeper.	

Amount of Business, etc.

Total number of miles run during year,	587,636.75
Total number of persons carried during year,	2,209,458
Number of persons regularly employed by the company,	70
Rates of fare, 5 cents, local in Meriden, Yalesville, and Wallingford; 10 cents, Meriden to Yalesville; 15 cents, Meriden to Wallingford.	

Description of Road Owned and Operated.

Length of railway owned, measured as single track, exclusive of sidings, switches, etc.,	17. miles.
Aggregate length of sidings, switches, etc.,	0.5 "
Total length of railway owned, measured as single track, including sidings, switches, etc.,	17.5 "
Aggregate length of track owned which is paved,	0.8 "
Total length of railway operated, whether owned by this or other companies,	17. "
Length of railway, operated wholly by electric power,	17. "
Description of rail used, and weight per yard, 35, 40, 50, 56, and 70 lb. steel "T" and 90 lb. steel girder.	
Name of overhead electric system adopted, and whether single or double trolley: General Electric, single trolley.	
Average speed and maximum speed at which electric cars are run: average, 8 miles; maximum, 12 miles per hour.	
Description of the several railway lines owned and operated by this company:	
City and town of Meriden; Colony and East Main streets, East Main, Broad, and Curtis streets, Pratt and West Main streets, Hanover street.	
Meriden to Wallingford, via Yalesville.	
Town of Wallingford, Center street.	

List of all Accidents during Year ending June 30, 1899.

Cause and Nature of Injury.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	1	2	1	2
Employees,	2	..	..	..	2
Other persons,	3	..	3

Statement of Each Accident in Detail.

Aug. 14, 1898, car struck child playing in street, slightly bruised.

Sept. 8, 1898, man stepped from car and fell into trench, head cut.

Dec. 1, 1898, man struck by car, side bruised.

Jan. 7, 1899, woman fell after going inside of car, head cut.

Feb. 19, 1899, employe caught between two cars and slightly bruised.

May 3, 1899, employe caught between two cars and badly bruised.

June 5, 1899, man struck by car and slightly hurt.

June 29, 1899, boy struck by bridge while on running board and knocked from car, and was run over by trailer. Lived only 14 hours.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

N. H. HEFT,
President.

W. L. SQUIRE,
Treasurer.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN, } ss.

NEW HAVEN, August 23, 1899.

Then personally appeared the above-named N. H. Heft and W. L. Squire, and severally made oath that the foregoing certificate, by them subscribed, is true.

Before me,

A. S. MAY,
Notary Public.

MERIDEN, SOUTHTON & COMPOUND TRAMWAY COMPANY.

History.

Name of company making this report? Meriden, Southington & Compound
Tramway Company.

Date of organization? September 10, 1897.

Under laws of what State organized? State of Connecticut.

Corporate Name and Address of the Company.

Meriden, Southington & Compound Tramway Co., Milldale, Conn.

Names and Address of Principal Officers.

President,	FRANCIS ATWATER,	Meriden, Conn.
Superintendent,	W. S. TOWNSEND,	Milldale, "
Treasurer,	JOHN A. HURLEY,	Meriden, "

Names and Residence of Directors Last Elected.

FRANCIS ATWATER,	Meriden, Conn.
JOHN A. HURLEY,	" "
PETER W. WREN,	Bridgeport, "
E. N. SANDERSON,	New York City.
H. HOBART PORTER, JR.,	" "

General Information.

CAPITAL STOCK.

Capital stock authorized by charter,	\$300,000.00
Capital stock authorized by vote of company,	120,000.00
Capital stock issued, 1,200 full shares of \$100 each,	120,000.00
Stock issued for cash,	120,000.00
Amount of stock held in Connecticut,	51,700.00
Number of stockholders residing in Connecticut, 3.	
Whole number of stockholders, 5.	

BONDS OR FUNDED DEBT.

First mortgage due, August 15, 1928.

Amount of authorized issue,	\$200,000.00
Amount issued,	100,000.00
Amount outstanding,	100,000.00
Cash realized on amount issued,	100,000.00

Interest — Rate, 5 per cent.

When payable, January 1st and July 1st.

Amount accrued from June 30, 1898, to June 30, 1899, . . . \$5,000.00

Amount paid from June 30, 1898, to June 30, 1899, . . . 5,000.00

Cost of Road, Equipment, and Permanent Improvements.

Item.	Total Cost to June 30, 1899.	Cost per Mile.
Construction:		
Road built by contract, including equipment, . .	\$220,000.00	.....
Grand Total Cost Construction, Equipment, etc., . .	\$220,000.00	\$27,500.00

Earnings and Expenses.**STATEMENT OF GROSS EARNINGS.**

From passenger transportation,	\$24,769.88	
From freight transportation,	997.18	
From rents,	59.28	
From advertising,	274.90	
From interest,	1,075.99	
Total gross earnings,		\$27,177.23

STATEMENT OF OPERATING EXPENSES.

For repairs of road-bed and track,	\$641.24	
For repairs of buildings and fixtures,	3.86	
For repairs of electric line construction,	27.46	
For removal of snow and ice,	474.58	
For repairs of cars,	166.32	
For repairs of electric equipment of cars,	78.54	
For electric motive power,	3,601.58	
For wages and compensation of persons employed in conducting transportation,	6,463.06	
For damages, losses, and gratuities to property,	25.00	
For insurance,	483.75	
For salaries and wages not included above,	4,249.18	
For Meriden Electric R. R. Co.,	109.49	
For general expense,	165.50	
For advertising,	30.27	
For telephones and telegrams,	80.59	
For amusements,	45.00	
For office expense, \$110.40; car-barn supplies, \$205.56,	315.96	
Total operating expenses,		16,961.38
Net earnings,		\$10,215.85

Total Receipts and Expenditures.

STATEMENT OF RECEIPTS FROM ALL SOURCES.

Total receipts from gross earnings,	\$27,177.23
---	-------------

STATEMENT OF TOTAL EXPENDITURES.

For operating expenses,	16,961.38
For interest,	5,000.00
For dividends— number, 1; rate, 1 per cent.; date when paid, April 1, 1899,	1,200.00
For inventory of materials on hand,	626.45
Cash on hand to balance,	3,389.40
Total,	\$27,177.23

Comparative General Balance Sheet.

Assets.	Total, June 30, 1899.
Construction and equipment account,	\$220,000.00
Materials on hand,	626.45
Cash on hand,	3,389.40
Total,	\$224,015.85

Liabilities.	Total, June 30, 1899.
Capital stock,	\$120,000.00
Bonds payable or funded debt,	100,000.00
Profit and loss,	4,015.85
Total,	\$224,015.85

Inventory of Equipment, June 30, 1899.

Number of enclosed cars owned,	5
Equipped with electric motors,	5
Number of open cars owned,	4
Equipped with electric motors,	4
Number of electric motors owned,	19
Number of electric snow-plows owned,	1
Number of other vehicles: 1 work car.	

Amount of Business, etc.

Total number of miles run during year,	218,160
Total number of persons carried during year,	495,397
Total number of round trips for year,	13,635
Number of persons regularly employed by the company,	16

Rates of fare, 5 cents.

Three Divisions — 1st, Southington to Milldale, 5 cents; 2d, Milldale to Pratt's Corners, 5 cents; 3d, Pratt's Corners to Parker & Whipple's factory, Meriden, 5 cents.

Description of Road Owned and Operated.

Length of railway owned, measured as single track, exclusive of sidings, switches, etc.,	8 miles.
Aggregate length of sidings, switches, etc., . . . . .	.7 "
Total length of railway owned, measured as single track, including sidings, switches, etc.,	8.7 "
Length of new electric railway under construction June 30, 1899,	2.5 "
Total length of railway operated, whether owned by this or other companies,	8.7 "

Length of railway operated wholly by electric power, 8.7 "

Description of rail used, and weight per yard, T rail; 56 lbs.

Name of overhead electric system adopted, and whether single or double trolley: General Electric, double trolley.

Average speed and maximum speed at which electric cars are run: 12 miles per hour, average; 15 miles, maximum.

Description of the several railway lines owned and operated by this company, The road starts at Parker & Whipple's shop in Meriden, running westerly: passing Hubbard Park, to the town of Southington to the center thereof.

List of all Accidents during Year ending June 30, 1899.

Cause and Nature of Injury.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,
Employees,
Other persons,	1	..	..	..	1

Statement of Each Accident in Detail.

Henry Baker, driving six horses, thrown from wagon, collar-bone broken. Horses became frightened by approaching car.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

FRANCIS ATWATER,

President.

JOHN A. HURLEY,

Treasurer.

STATE OF CONNECTICUT, }
HARTFORD COUNTY, } ss.

SOUTHINGTON, September 13, 1899.

Then personally appeared the above-named Francis Atwater, President, and John A. Hurley, Treasurer, of The Meriden, Southington & Compounce Tramway Company, and severally made oath that the foregoing certificate, by them subscribed, is true.

Before me,

MARCUS H. HOLCOMB,

Justice of the Peace.

MIDDLETOWN STREET RAILWAY COMPANY.

History.

Name of company making this report? Middletown Street Railway Company.

Under laws of what state organized? State of Connecticut.

If a consolidated company, name the constituent companies: Middletown Street Railway Company and Portland Street Railway Company.

Date and authority for each consolidation? January 29, 1898.

Names and Address of Principal Officers.

President,	ISRAEL A. KELSEY,	West Haven, Conn.
Vice-President,	ABEL C. ALLISON,	Middletown, "
General Manager,	ELBERT N. GOSS,	" "
Superintendent,	ELBERT N. GOSS,	" "
Treasurer,	JAS. K. GUY,	" "
Corporation Clerk,	JAS. K. GUY,	" "

Names and Residence of Directors Last Elected.

ISRAEL A. KELSEY,	.	.	.	West Haven, Conn.
S. HARRISON WAGNER,	.	.	.	New Haven, "
ABEL C. ALLISON,	.	.	.	Middletown, "
JOHN M. DOUGLAS,	.	.	.	" "
GEORGE D. CHAPMAN,	.	.	.	" "
JAS. K. GUY,	.	.	.	" "
OLIVER GILDERSLEEVE,	.	.	.	Portland, "

General Information.

CAPITAL STOCK.

Capital stock authorized by charter,	\$200,000.00
Capital stock authorized by vote of company,	135,000.00
Capital stock issued, 5,400 full shares of \$25 each,	135,000.00
Stock issued for stock of other corporations:	
Portland Street Railway Company,	60,000.00
Amount of stock held in Connecticut,	85,950.00
Number of stockholders residing in Connecticut, 27.	
Whole number of stockholders, 39.	

BONDS OR FUNDED DEBT.

First mortgage due, 1915,	\$145,000.00
Amount of authorized issue,	200,000.00
Amount issued,	145,000.00
Amount outstanding,	145,000.00
Interest — Rate, 5 per cent. When payable, 1915.	
Notes payable,	9,350.00
Accounts payable,	2,154.68

Cost of Road, Equipment, and Permanent Improvements.

Item.	Expenditures during year, not included in operating expenses, charged to construction or equipment.	Total Cost to June 30, 1898.	Total Cost to June 30, 1899.	Cost per Mile.
Construction,		\$149,579.37	\$149,579.37	
From real estate account,	\$8,500.00		8,500.00	
Grading, and bridge and culvert masonry,	4,937.80	1,625.91	6,563.71	
Bridges and trestles,	637.00		637.00	
Rails,	3,114.32		3,114.32	
Ties,	684.30		684.30	
Buildings, furniture, and fixtures,	745.20		745.30	
Engineering expenses,	78.28		78.28	
Interest during construction,	160.00		160.00	
Discount on securities sold for construction,	225.00		225.00	
Terminal facilities,	1,684.90	385.00	2,069.90	
Purchase of const'cted road,		83,218.04	83,218.04	
Additional land necessary for operation of railway,	480.00	1,425.00	1,905.00	
Other new buildings necessary for operation of railway,	5,900.00	434.18	6,334.18	
Total construction,	\$27,146.90	\$236,667.50	\$263,814.40	\$29,150.76
Equipment:				
Motors,	2,840.00		2,840.00	
Passenger cars,	3,179.80		3,179.80	
Total equipment,	\$6,019.80		\$6,019.80	\$665.17
Grand total cost construction, equipment, etc., }	\$33,166.70	\$236,667.50	\$269,834.20	\$29,815.93

Earnings and Expenses.**STATEMENT OF GROSS EARNINGS.**

From passenger transportation,	\$36,769.70	
From United States mails,	351.04	
Sale of tickets,	200.76	
Advertising,	191.58	
Park receipts,	2,998.24	
Total gross earnings,		\$40,511.32

STATEMENT OF OPERATING EXPENSES.

For repairs of road-bed and track,	\$688.31	
For repairs of buildings and fixtures,	312.67	
For repairs of electric line construction,	1,001.88	
For removal of snow and ice,	827.60	
For repairs of cars,	727.37	
For repairs of electric equipment of cars,	695.00	
For provender, hay, etc.,	156.47	
For electric motive power,	7,410.88	
For wages and compensation of persons employed in conducting transportation,	9,372.98	
For damages, losses, and gratuities to persons,	86.55	
For damages, losses, and gratuities to property,	20.00	
For insurance,	475.62	
For salaries and wages not included above,	1,500.00	
For oil and waste,	73.24	
For park expense,	4,034.59	
For car-house expense,	1,354.75	
For general expense,	422.83	
For printing and stationery,	202.83	
For sundry items, legal, etc.,	19.53	
Total operating expenses,		\$29,383.10
Net earnings,		\$11,128.22

Total Receipts and Expenditures.**STATEMENT OF RECEIPTS FROM ALL SOURCES.**

Cash on hand at date of last report,	\$485.33	
Bills and accounts receivable at date of last report,	50.00	
Receipts from gross earnings,	40,511.32	
Receipts from other sources:		
Sale of additional bonds,	25,000.00	
Total,		\$66,046.65

STATEMENT OF TOTAL EXPENDITURES.

For operating expenses,	\$29,383.10	
For taxes,	1,539.50	
For interest,	7,820.72	
For construction account,	18,646.90	
For equipment account,	6,019.80	
For discount on bonds,	333.30	
For unearned insurance,	163.96	
Bills and accounts receivable this date,	189.80	
Cash on hand to balance,	1,949.57	
Total,		\$66,046.65

Comparative General Balance Sheet.

Total, June 30, 1898.	Assets.	Total, June 30, 1899.	Increase Year ending June 30, 1899.	Decrease Year ending June 30, 1899.
\$236,667.50	Construction and equip- ment account,	\$269,834.20	\$33,166.70	
8,500.00	Real estate to construc- tion and equipment,			
65.00	Horse account,	65.00		
130.00	Tool account to construc- tion and equipment,			
.....	Materials on hand,	257.97		
50.00	Accounts receivable,	8.00		42.00
622.50	Insurance fund,	921.73	299.23	
.....	Unearned insurance,	181.80		
485.33	Cash on hand,	1,949.57	1,464.24	
19,016.64	Profit and loss account,	18,286.41		730.23
\$265,536.97	Total,	\$291,504.68		

Total, June 30, 1898.	Liabilities.	Total, June 30, 1899.	Increase Year ending June 30, 1899.	Decrease Year ending June 30, 1899.
\$135,000.00	Capital stock,	\$135,000.00		
120,000.00	Bonds payable, or funded debt,	145,000.00	\$25,000.00	
9,900.00	Bills payable, or unfunded debt,	9,350.00		\$550.00
636.97	Accounts payable,	2,154.68	1,517.71	
\$265,536.97	Total,	\$291,504.68		

Inventory of Equipment, June 30, 1899.

Number of enclosed cars owned,	6
Equipped with electric motors,	6
Number of open cars owned,	16
Equipped with electric motors,	7
Number of electric motors owned,	26
Number of electric snow-plows owned,	2
Number of horses owned,	1
Number of harnesses (pairs of),	1
Number of other vehicles,	2

Amount of Business, etc.

Total number of miles run during year,	199,297.14
Total number of persons carried during year,	880,151
Total number of round trips for year,	44,676
Number of persons regularly employed by the company,	17
Rates of fare,	5 cents

Description of Road Owned and Operated.

Length of railway owned, measured as single track, exclusive of sidings, switches, etc.,	$9\frac{1}{20}$ miles
Aggregate length of sidings, switches, etc.,	$\frac{7}{8}$ miles
Total length of railway owned, measured as single track, including sidings, switches, etc.,	$9\frac{37}{40}$ miles
Total length of railway operated, whether owned by this or other companies,	$9\frac{37}{40}$ mile
Length of railway operated wholly by electric power,	$9\frac{37}{40}$ miles
Description of rail used, and weight per yard; T, 50 lbs.	
Name of overhead electric system adopted, and whether single or double trolley, General electric, single trolley.	
Average speed and maximum speed at which electric cars are run: average, 6; maximum, 12.	

Statement of Each Accident in Detail.

Car on Portland line collided with wagon driven across track. Driver of horse was intoxicated and sustained injuries which we settled for, \$100.

Car on South Main Street line collided with grocery wagon; Damage to wagon, \$6.55.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

ISRAEL A. KELSEY,
President.

JAMES K. GUY,
Treasurer.

STATE OF CONNECTICUT, }
MIDDLESEX COUNTY, } ss.

MIDDLETOWN, CONN., September 12, 1899.

Then personally appeared the above-named Israel A. Kelsey, President, and James K. Guy, Treasurer, and severally made oath that the foregoing certificate, by them subscribed, is true.

Before me,

WALLACE K. BACON,
Justice of the Peace.
For JAMES K. GUY.

STATE OF CONNECTICUT, }
NEW HAVEN COUNTY, } ss.

NEW HAVEN, September 13, 1899.

Then personally appeared the above-named Israel A. Kelsey, President, and made oath that the foregoing certificate, by him subscribed, is true.

Before me,

JAMES E. WHEELER,
Justice of the Peace.

MILFORD STREET RAILWAY COMPANY.

History.

Name of company making this report? Milford Street Railway Company.

Date of organization? December 12, 1896.

Under laws of what State organized? State of Connecticut.

Corporate Name and Address of the Company.

Milford Street Railway Company.

Names and Address of Principal Officers.

President,	CHAS. A. TOMLINSON,	Milford, Conn.
General Manager,	CHAS. A. TOMLINSON,	" "
Treasurer,	D. P. MERWIN,	" "
Corporation Clerk,	D. P. MERWIN,	" "

Names and Residence of Directors Last Elected.

CHAS. A. TOMLINSON,	.	.	.	.	Milford, Conn.
D. P. MERWIN,	.	.	.	.	" "
C. H. TROWBRIDGE,	.	.	.	.	" "

General Information.

CAPITAL STOCK.

Capital stock authorized by charter,	\$350,000.00
Capital stock authorized by vote of company,	100,000.00
Capital stock issued, \$1,000 full shares of \$100 each,	100,000.00
Amount of stock held in Connecticut,	34,400.00
Number of stockholders residing in Connecticut, 4.	
Whole number of stockholders, 6.	

Cost of Road, Equipment, and Permanent Improvements.

Item.	Expenditures during year, not included in operating expenses, charged to construction or equipment.	Total Cost to June 30, 1899.	Cost Per Mile.
Construction:			
Other real estate,	\$3,967.42	\$3,967.42	.....
Fences,	479.74	479.74	.....
Bridge and culvert masonry, bridges and trestles,	13,148.73	13,148.73	.....
Rails,	30,766.23	30,766.23	.....
Ties,	9,392.65	9,392.65	.....
Engineering expenses,	7,294.26	7,294.26	.....
Freight,	3,683.06	3,683.06	.....
Track construction,	51,349.19	51,349.19	.....
New electric line construction,	27,909.66	27,909.66	.....
Organizing expenses,	2,731.49	2,731.49	.....
Legal expenses,	1,426.54	1,426.54	.....
Other items, expense account,	4,857.59	4,857.59	.....
Total,	\$157,006.56	\$157,006.56	\$11,544.60

No Equipment.

Earnings and Expenses.

STATEMENT OF GROSS EARNINGS.

From passenger transportation,	\$15,304.32	
Tickets,	11,621.13	
Mileage,	4.92	
Total gross earnings,		\$26,930.37

STATEMENT OF OPERATING EXPENSES.

For repairs of road-bed and track,	\$7,768.50	
For repairs of electric line construction,	760.05	
For removal of snow and ice,	897.56	
For provender, hay, etc., power and use of cars as per contract,	4,468.00	
For electric motive power, conducting transportation, wages, etc., persons employed,	4,127.95	
For wages and compensation of persons employed in conducting transportation, accident account,	191.15	
For salaries and wages not included above,	149.33	
Expense of secret service,	99.83	
Taxes,	65.00	
Oil and waste, postage and stationery, etc.,	127.57	
Total operating expenses,		18,654.94
Net earnings,		\$8,275.43

Total Receipts and Expenditures.**STATEMENT OF RECEIPTS FROM ALL SOURCES.**

Receipts from gross earnings,	\$26,930.37
-------------------------------	-------------

STATEMENT OF EXPENDITURES.

For operating expenses,	\$18,654.98
Bills and accounts receivable this date,	15.30
Cash on hand to balance,	1,338.84
Total expenditures,	\$20,009.12

Memo. — The Officials of this road claim to be entirely unable to fill out items called for under total receipts and expenditures.

Road opened Washington Bridge to Milford June 11, 1898, and balance of line from Milford to Woodmont July 2, 1898, therefore no report made for year ending June 30, 1898.

Comparative General Balance Sheet.

Assets.	Total, June 30, 1899.
Construction account,	\$157,006.56
Accounts receivable,	15.30
Cash on hand,	1,338.84
Total,	\$158,360.70

Liabilities.	Total, June 30, 1899.
Capital stock paid in,	\$100,000.00
Accounts payable,	30,301.49
Advanced by stockholders,	18,000.00
Profit and loss,	10,059.21
Total,	\$158,360.70

Inventory of Equipment, June 30, 1899.

No equipment, cars leased from the Bridgeport Traction Company.

Amount of Business, etc.

Total number of miles run during year,	153,731
Total number of persons carried during year,	306,836
Total number of round trips for year,	9,272
Number of persons regularly employed by the company, . .	19
Rates of fare, 5, 10, 15, and 20 cents.	

Description of Road Owned and Operated.

Length of railway owned, measured as single track, exclusive of sidings, switches, etc.,	13.6
Aggregate length of sidings, switches, etc., . . . . .	.2
Total length of railway owned, measured as single track, including sidings, switches, etc.,	13.8
Aggregate length of track owned which is paved, about 1½ miles macadam.	
Description of rail used, and weight per yard, 55, 56, 60, and 70 lb. "T."	
Name of overhead electric system adopted, and whether single or double trolley: General Electric, single trolley.	
Average speed and maximum speed at which electric cars are run: on highways, 8 miles.	
Description of the several railway lines owned and operated by this company: Washington Bridge, Milford to Woodmont.	

List of all Accidents during Year ending June 30, 1899.

Cause and Nature of Injury.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,
Employes,
Other persons,	3	..	1	..	4

Statement of Each Accident in Detail.

Sept. 5, 1898. Two intoxicated men in carriage, car ran into them and one was thrown out. Carriage was also broken. They turned from the left side directly in front of the car.

Dec. 14, 1898. Expressman left his team in front of house to deliver something, and motorman did not see team till too late and ran into wagon, breaking same up. Happened at night.

Dec. 16, 1898. Intoxicated man hit by corner of fender. Not hurt, his own fault.

May 15, 1899. Man asleep in carriage and horse running along slowly, motor-man signaled by bell and yelled at him, but of no avail, spokes of carriage front wheels broken, and man fell out of team but did not appear to be hurt.

We hereby certify that all the statements in the foregoing return contained to the best of our knowledge and belief, are full, just, and true.

CHARLES A. TOMLINSON,
President.

DUMOND P. MERWIN,
Treasurer.

STATE OF CONNECTICUT, }
COUNTY OF FAIRFIELD, } ss.

BRIDGEPORT, Sept. 14, 1899.

Then personally appeared the above-named Charles A. Tomlinson, and made oath that the foregoing certificate, by him subscribed, is true.

Before me,

M. J. BUECHLER,
Notary Public.

STATE OF RHODE ISLAND, }
COUNTY OF PROVIDENCE, } ss.

PROVIDENCE, R. I., Sept. 15, 1899.

Personally appeared before me, a notary public, the above-named Dumond P. Merwin, and acknowledged the above instrument by him signed to be his free voluntary act and deed.

HAROLD J. GROSS,
Notary Public.

NEW HAVEN STREET RAILWAY COMPANY,

For Four Months Ending October 31, 1899.

History.

Name of company making this report? New Haven Street Railway Company.

Date of organization? August 19, 1893.

Under laws of what state organized? Organized under laws of Connecticut, and under House Joint Resolution No. 525, passed at January Session, 1893.

If a consolidated company, name the constituent companies. It is not a consolidated company.

Names and Address of Principal Officers.

President,	DAVID COREY,	New Haven, Conn.
Vice-President,	CHAS. A. WARREN,	" "
General Manager,	G. A. W. DODGE,	" "
Superintendent,	A. B. PROUL, JR.,	" "
Treasurer,	G. A. W. DODGE,	" "
Corporation Clerk,	G. A. W. DODGE,	" "

Names and Residence of Directors Last Elected.

THOMAS S. KRUTZ,	.	.	.	New York City.
DAVID COREY,	.	.	.	New Haven, Conn.
S. HARRISON WAGNER,	.	.	.	" "
W. J. ATWATER,	.	.	.	" "
JAMES J. LAWTON,	.	.	.	" "
CHAS. A. WARREN,	.	.	.	" "
ELI WHITNEY,	.	.	.	" "
G. A. W. DODGE,	.	.	.	" "
THOMAS M. WALLER,	.	.	.	New London, "

General Information.

CAPITAL STOCK.

Capital stock authorized by charter,	\$1,250,000.00
Capital stock authorized by vote of company,	1,000,000.00
Capital stock issued, 10,000 full shares of \$100.00 each,	1,000,000.00
Stock issued without any cash payment thereon, or in any manner or for any purpose not named above, stating the amount in each case separately, and including the remainder of the stock issued. The stock of this company was issued for the purchase of roads from other companies, for reconstruction and electrical equipment,	1,000,000.00

Amount of stock held in Connecticut, 1,516 shares.

Number of stockholders residing in Connecticut, 11.

Whole number of stockholders, 28.

BONDS OR FUNDED DEBT.

First mortgage due, September 1, 1913,	\$600,000.00
First purchase money consolidated mortgage,	250,000.00
Amount of authorized issue,	850,000.00
Amount issued,	850,000.00
Amount outstanding,	850,000.00
Cash realized on amount issued. None, payment being in street railways.	

Interest — Rate, 5 per cent.

When payable, March 1st, Sept. 1st, June 1st, Dec. 1st.

Amount accrued from June 30, 1898, to Oct. 31, 1898, 14,166.67

Amount paid from June 30, 1898, to Oct. 31, 1898, 15,000.00

Bills payable, 34,500.00

Cost of Road, Equipment, and Permanent Improvements.

Item.	Expenditures during year not included in Operating Expenses, charged to Construction or Equipment.	Total Cost to June 30, 1898.	Total Cost to Oct. 31, 1898.	Cost per Mile.
Construction:				
Other real estate,		\$5,121.97	\$5,121.97	\$191.12
Buildings, furniture, and fixtures,	\$2,271.51	13,622.97	15,894.48	593.08
Shop machinery and tools,	52.31	771.28	823.59	30.73
Road built by contract, including power-house, machinery, etc.,		1,706,350.00	1,706,350.00	63,669.77
Extension of track,		6,266.82	6,266.82	233.83
New electric line construction,	84.72	7,998.93	8,083.65	301.62
Machinery,		6,836.28	6,836.28	255.08
Total construction,	\$2,408.54	\$1,746,968.25	\$1,749,376.79	\$65,275.23
Equipment:				
Motors and passenger cars,	182.82	147,364.65	147,547.47	5,505.45
Other cars of all classes, including snow-plows,		4,800.04	4,800.04	179.11
Road equipment,		950.00	950.00	35.44
Total equipment,	\$182.82	\$153,114.69	\$153,297.51	\$5,720.00
Total cost construction, equipment, etc.,	\$2,591.36	\$1,900,082.94	\$1,902,674.30	\$70,995.23

Earnings and Expenses.**STATEMENT OF GROSS EARNINGS.**

From passenger transportation,	\$103,905.51	
From United States mails,	100.00	
From rents,	541.25	
From advertising,	641.66	
From rent of power,	150.00	
From old material,	37.45	
Total gross earnings,		\$105,375.87

STATEMENT OF OPERATING EXPENSES.

For repairs of road-bed and track,	\$3,512.17	
For repairs of buildings and fixtures,	38.04	
For repairs of electric line construction,	1,289.53	
For removal of snow and ice,	71.27	
For repairs of cars,	5,788.49	
For repairs of electric equipment of cars,	1,486.46	
For electric motive power,	8,732.43	
For wages and compensation of persons employed in conducting transportation,	27,375.05	
For damages, losses, and gratuities to persons,	347.10	
For damages, losses, and gratuities to property,	2.25	
For insurance,	419.66	
For salaries and wages not included above,	2,025.61	
For sundry expenses,	2,819.34	
For attractions,	4,866.70	
Total operating expenses,		\$58,774.10
Net earnings,		\$46,601.77

Total Receipts and Expenditures.**STATEMENT OF RECEIPTS FROM ALL SOURCES.**

Cash on hand at date of last report,	\$10,889.84	
Bills and accounts receivable at date of last report,	3,590.03	
Receipts from gross earnings,	105,375.87	
Receipts from bills payable,	3,700.00	
Total,		\$123,555.74

STATEMENT OF TOTAL EXPENDITURES.

For operating expenses,	\$58,774.10	
For taxes,	44.23	
For interest,	15,326.42	
For dividends — number 1; rate per cent., $2\frac{1}{2}$; date when paid, July 15th,	25,000.00	
For construction account,	2,408.54	
For equipment account,	182.82	
Bills and accounts receivable this date,	20,969.68	
Cash on hand to balance,	849.95	
Total,		\$123,555.74

Comparative General Balance Sheet.

Total, June 30, 1898.	Assets.	Total, Oct. 31, 1898.	Increase Year ending Oct. 31, 1898.	Decrease Year ending Oct. 31, 1898.
\$5,121.97	Real estate,	\$5,121.97	.....	.....
13,622.97	Buildings and fixtures,	15,894.48	\$2,271.51	.....
1,706,350.00	Road built by contract,	1,706,350.00	.....	.....
950.00	Road equipment,	950.00	.....	.....
6,836.28	Machinery,	6,836.28	.....	.....
147,364.65	Cars,	147,547.47	182.82	.....
4,800.04	Snow-plows,	4,800.04	.....	.....
7,998.93	Line,	8,083.65	84.72	.....
771.28	Tools,	823.59	52.31	.....
6,266.82	Road-bed and track,	6,266.82	.....	.....
3,590.03	New Haven & E. Haven River Ry. Co., account receivable,	20,969.68	17,379.65	.....
10,889.84	Cash on hand,	849.95	.....	\$10,039.89
\$1,914,562.81	Total,	\$1,924,493.93	\$19,971.01	\$10,039.89

Total, June 30, 1898.	Liabilities.	Total, Oct. 31, 1898.	Increase Year ending Oct. 31, 1898.	Decrease Year ending Oct. 31, 1898.
\$1,000,000.00	Capital stock,	\$1,000,000.00	.....	.....
850,000.00	Bonds payable, or funded debt,	850,000.00	.....	.....
30,800.00	Bills payable, or unfunded debt,	34,500.00	\$3,700.00	.....
33,762.81	Profit and loss,	39,993.93	6,231.12	.....
\$1,914,562.81	Total,	\$1,924,493.93	\$9,931.12	.....

Inventory of Equipment, October 31, 1898.

Number of enclosed cars owned,	35
Equipped with electric motors,	32
Number of open cars owned,	39
Equipped with electric motors,	36
Number of electric motors owned,	138
Number of electric cars equipped with fenders,	68
Number of electric snow-plows owned,	4
Number of horses owned,	3
Number of harnesses (pairs of),	1
Number of other vehicles,	3
Other articles of equipment, viz.:	
Two tower wagons and three Walkaway snow-sweepers.	

Amount of Business, etc.

Total number of miles run during four months,	515,355.31
Total number of persons carried during four months,	2,156,765
Total number of round trips for year,	Never have kept record
Number of persons regularly employed by the company,	Average of 175
Rates of fare,	5, 10, and 15 cents

Description of Road Owned and Operated.

Length of railway owned, measured as single track, exclusive of sidings, switches, etc.,	26.80 miles
Aggregate length of sidings, switches, etc.,	1.70 miles
Total length of railway owned, measured as single track, including sidings, switches, etc.,	28.50 miles
Aggregate length of track owned which is paved,	11.50 miles
Length of railway owned by other companies, measured as single track, exclusive of sidings, switches, etc., which this company operates or runs its cars over,	6.503 miles
Total length of railway operated, whether owned by this or other companies,	33.303 miles
Length of railway operated wholly by electric power,	33.303 miles
Description of rail used, and weight per yard: 50, 56, 60, and 72 lbs.; T rail.	
Name of overhead electric system adopted, and whether single or double trolley: General electric, single trolley.	
Average speed and maximum speed at which electric cars are run: Average, 8 miles; maximum, 12 miles.	

Description of the several railway lines owned and operated by this company:

Lake Saltonstall branch, running to East Haven.

Lighthouse branch, running to Morris Cove and Lighthouse Point.

Schuetzen Park branch, running to Schuetzen Park.

Edgewood Avenue branch, running to Westville.

George Street branch, running to Edgewood avenue.

Centerville branch, running from Winchester Armory to Centerville.

Description of the several railway lines owned by other companies and operated by this company, giving the towns in which located, and the mileage in each town:

The Whitney Avenue line is operated under a 99-year lease, and runs to shops of Winchester Repeating Arms Company, near Lake Whitney, located in town of New Haven; mileage, 2.25.

Cosey Beach line runs from East Haven to Mansfield Grove, town of East Haven; mileage, 2.093.

Mt. Carmel line runs from Centerville to Mt. Carmel; mileage, 2.160.

List of All Accidents during Four Months ending October 31, 1898.

Cause and Nature of Injury.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	2	..	2
Employes,
Other persons,	1	..	1

Statement of Each Accident in Detail.

July 2. Woman alighted from car while in motion; fell on her head.

August 15. Car struck bicyclist; knocked him insensible; recovered.

September 6. Man fell from car; not badly hurt.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

HENRY S. PARMELEE,
President.

LEVERETT CANDEE,
Treasurer.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN, } ss.

NEW HAVEN, September 15, 1899.

Then personally appeared the above-named Henry S. Parmelee and Leverett Candee, and severally made oath that the foregoing certificate, by them subscribed, is true.

Before me,

WALTER P. JUDSON,
Justice of the Peace.

THE NEWINGTON TRAMWAY COMPANY.

History.

Name of Company making this report : The Newington Tramway Company.

Date of organization : June 27, 1895.

Under laws of what State organized : State of Connecticut.

Corporate Name and Address of the Company.

The Newington Tramway Company.

Names and Address of Principal Officers.

President,	F. G. PLATT,	New Britain, Conn.
Treasurer,	DANIEL R. HOWE,	Hartford, Conn.
Corporation Clerk,	DANIEL R. HOWE,	" "

Names and Residence of Directors last Elected.

F. G. PLATT,	.	.	.	.	New Britain, Conn.
C. S. LANDERS,	.	.	.	.	" "
C. H. NEWELL,	.	.	.	.	Lynn, Mass.
E. S. GOODRICH,	.	.	.	.	Hartford, Conn.
SAMUEL G. DUNHAM,	.	.	.	.	" "
DANIEL R. HOWE,	.	.	.	.	" "
ATWOOD COLLINS,	.	.	.	.	" "
JOHN S. BARTLETT,	.	.	.	.	Lynn, Mass.

General Information.

CAPITAL STOCK.

Capital stock issued, 8 full shares of \$100 each, less 99 per cent. repaid, \$8.00.

HARTFORD, CONN., October 5, 1899.

The lands, roadbed, overhead-line, etc., of this Company having been sold, July 8, 1897, to The Hartford Street Railway Company and The Central Railway and Electric Company of New Britain, it has only eight dollars (\$8.00) of stock liabilities, and has practically gone out of business.

The cost of road, equipment, etc., is represented in the annual returns of The Hartford Street Railway Company and The Central Railway and Electric Company.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

F. G. PLATT,
President.

D. R. HOWE,
Treasurer.

STATE OF CONNECTICUT, }
COUNTY OF HARTFORD, } ss.

HARTFORD, CONN., October 6, 1899.

Then personally appeared the above-named F. G. Platt, President, and D. R. Howe, Treasurer, of The Newington Tramway Company, and severally made oath that the foregoing certificate, by them subscribed, is true.

Before me,

ELMER M. WHITE,
Notary Public.

NEW LONDON STREET RAILWAY COMPANY.

History.

Name of company making this report? New London Street Railway Company.

Date of organization? March 7, 1888.

Under laws of what State organized? State of Connecticut.

Corporate Name and Address of the Company.

New London Street Railway Co. Treasurer's Office, 53 State St., Boston.

Names and Address of Principal Officers.

President,	WALTER LEARNED,	New London, Conn.
Superintendent,	LORENZO BENTLY,	" "
Treasurer,	S. REED ANTHONY,	Boston, Mass.
Corporation Clerk,	WALTER LEARNED,	New London, Conn.

Names and Residence of Directors Last Elected.

WALTER LEARNED,	New London, Conn.
S. REED ANTHONY,	Boston, Mass.
JNO. F. PERRY,	Brookline, Mass.
JAMES HISLOP,	New London, Conn.
AUGUST BRANDEGEE,	" "
HORACE C. LEARNED,	" "
BILLING P. LEARNED,	" "

General Information.

CAPITAL STOCK.

Capital stock authorized by charter,	\$500,000.00
Capital stock authorized by vote of company,	250,000.00
Capital stock issued, 2,500 full shares of \$100 each,	250,000.00
Stock issued for cash,	250,000.00

Amount of stock held in Connecticut, 664 shares.

Number of stockholders residing in Connecticut, 33.

Whole number of stockholders, 78.

BONDS OR FUNDED DEBT.

First mortgage due, Oct., 1923,	.	.	.	.	\$110,000.00
Amount of authorized issue,	.	.	.	.	150,000.00
Amount issued,	.	.	.	.	110,000.00
Amount outstanding,	.	.	.	.	110,000.00
Cash realized on amount issued,	.	.	.	.	110,000.00
Interest — Rate, 5 per cent.					
When payable, April and October.					
Amount accrued from June 30, 1898, to June 30, 1899,	.	.	.	.	5,500.00
Amount paid from June 30, 1898, to June 30, 1899,	.	.	.	.	5,500.00
Miscellaneous obligations,	.	.	.	.	15,000.00

Cost of Road, Equipment, and Permanent Improvements.

Item.	Expenditures during Year not included in Operating Expenses, charged to Construction or Equipment.	Total Cost to June 30, 1898.	Total Cost to June 30, 1899.	Cost per Mile.
Construction,	.....	\$205,868.39	\$206,718.22	.....
Other real estate,	.....	8,108.25	8,108.25	.....
Buildings, furniture, and fixtures,	.....	2,898.41	2,898.41	.....
Extension of tracks,	\$849.83	.....	.....	.....
Additional land necessary for operation of railway,	.....	5,615.75	5,615.75	.....
Power house,	.....	76,329.60	76,329.60	.....
Total Construction,	\$849.83	\$298,820.40	\$299,670.23	\$43,056.06
Equipment,	.....	83,543.39	87,266.11	.....
Passenger cars,	168.00	.....	.....	.....
Electric equipment of same,	3,554.72	.....	.....	.....
Additional horses,	.....	180.00	180.00	.....
Total Equipment,	\$3,722.72	\$83,723.39	\$87,446.11	\$12,564.09
Grand Total Cost Construction, Equipment, etc.,	\$4,572.55	\$382,543.79	\$387,116.34	\$55,620.16

Earnings and Expenses.

STATEMENT OF GROSS EARNINGS.

From passenger transportation,	.	.	.	\$55,919.10
From rents,	.	.	.	210.00
From advertising,	.	.	.	444.55
Total gross earnings,	.	.	.	\$56,573.65

STATEMENT OF OPERATING EXPENSES.

For repairs of road-bed and track,	\$1,632.03
For repairs of electric power plant,	69.61
For repairs of buildings and fixtures,	57.20
For repairs of electric line construction,	245.49
For removal of snow and ice,	1,175.89
For repairs of cars,	1,441.47
For repairs of electric equipment of cars,	859.90
For painting rolling stock,	561.56
For harnesses, horse-shoeing, veterinary care, provender, hay, etc.,	125.27
For electric motive power,	6,974.20
For wages and compensation of persons employed in conducting transportation,	11,546.11
For damages, losses, and gratuities to property,	33.40
For insurance: Fire, \$1,069.56; accident, \$1,671.49,	2,741.05
For salaries and wages not included above,	3,255.53
For printing and advertising,	271.35
For water,	354.44
For lamps, oil, and grease,	210.91
For expense,	1,897.16
Total operating expenses,	<u>\$32,952.57</u>
Net earnings,	<u>\$23,621.08</u>

Total Receipts and Expenditures.

STATEMENT OF RECEIPTS FROM ALL SOURCES.

Cash on hand at date of last report,	\$766.98
Bills and accounts receivable at date of last report,	611.49
Receipts from gross earnings as stated,	56,573.65
Receipts from notes and accounts payable,	23,567.73
Receipts from increase in capital,	2,500.00
Total,	<u>\$84,019.85</u>

STATEMENT OF TOTAL EXPENDITURES.

For operating expenses,	\$32,952.57
For taxes,	3,530.00
For interest on bonds,	5,500.00
For dividends — Number, —; rate per cent., $2\frac{1}{2}$; date when paid, January and July,	12,500.00
For construction account,	849.83
For equipment account,	3,722.72
For balance gratuity to employes,	89.00
For sundry interest,	365.66
For notes and accounts payable last report,	22,946.43
Bills and accounts receivable this date,	725.13
Cash on hand to balance,	838.51
Total,	<u>\$84,019.85</u>

Comparative General Balance Sheet.

Total, June 30, 1898.	Assets.	Total, June 30, 1899.	Increase Year ending June 30, 1899.	Decrease Year ending June 30, 1899.
\$196,076.64	Construction account,	\$206,718.22	\$10,641.58	.....
83,723.39	Equipment account,	87,446.11	3,722.72	.....
13,724.00	Real estate,	13,724.00	.....	.....
12,595.16	Buildings and fixtures,	2,898.41	.....	\$9,696.75
76,329.60	Power station,	76,329.60	.....	.....
2,000.00	Investment,	2,000.00	.....	.....
95.00	Office furniture, . . . . .	.....	.....	95.00
232.98	Accounts receivable,	725.13	492.15	.....
878.51	Supplies, . . . . .	.....	.....	378.51
554.44	Interest, . . . . .	.....	.....	554.44
84.44	Water com., . . . . .	.....	.....	84.44
355.00	Profit and loss, . . . . .	.....	.....	355.00
1,366.25	Accident, tax, and insurance, . . . . .	.....	.....	1,366.25
4,125.05	Bond interest, . . . . .	.....	.....	4,125.05
766.98	Cash on hand,	838.51	71.53	.....
12,375.00	Dividends, . . . . .	.....	.....	12,375.00
\$404,782.44	Total,	\$390,679.98	\$14,927.98	\$29,030.44

Total, June 30, 1898.	Liabilities.	Total, June 30, 1899.	Increase Year ending June 30, 1899.	Decrease Year ending June 30, 1899.
\$247,500.00	Capital stock,	\$250,000.00	\$2,500.00	.....
110,000.00	Bonds payable, or funded debt,	110,000.00	.....	.....
22,946.43	Bills payable, or unfunded debt,	23,567.73	621.30	.....
1,375.05	Accrued interest, . . . . .	.....	.....	\$1,375.05
22,960.96	Surplus,	7,112.25	.....	15,848.71
\$404,782.44	Total,	\$390,679.98	\$3,121.30	\$17,223.76

Inventory of Equipment, June 30, 1899.

Number of enclosed cars owned,	7
Equipped with electric motors,	6
Number of open cars owned,	16
Equipped with electric motors,	16
Number of electric motors owned,	46
Number of electric cars equipped with fenders,	23
Number of electric snow-plows owned,	2
Number of horses owned,	1
Number of harnesses (pairs of),	2

Other articles of equipment, viz.:

1 Walkaway, 1 light wagon, 1 cart, 1 tower wagon.

Amount of Business, etc.

Total number of miles run during year,	220,427
Total number of persons carried during year,	1,210,526
Total number of round trips for year,	36,539
Number of persons regularly employed by the company,	25
Rates of fare,	5 cents.

Description of Road Owned and Operated.

Length of railway owned, measured as single track, exclusive of sidings, switches, etc.,	6.96 miles.
Aggregate length of sidings, switches, etc., . . . . .	.22 "
Total length of railway owned, measured as single track, including sidings, switches, etc.,	7.18 "
Aggregate length of track owned which is paved, . . . . .	.77 "
Total length of railway operated, whether owned by this or other companies,	7.18 "
Length of railway operated wholly by electric power,	7.18 "
Description of rail used, and weight per yard: T rail, 48 lbs.	
Name of overhead electric system adopted, and whether single or double trolley: G. E. Co., single trolley.	
Average speed and maximum speed at which electric cars are run, 6 miles and 12 miles.	
Description of the several railway lines owned and operated by this company:	
Two loop lines in center of city. Also line from center of city to Ocean Beach via Pequot.	

List of all Accidents During Year Ending June 30, 1899.

Cause and Nature of Injury.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	1	..	1
Employees,
Other persons,	2	..	2

Statement of Each Accident in Detail.

December 10, 1898. A passenger under the influence of liquor while attempting to change position on car, fell off and was considerably bruised.

January 19, 1899. An intoxicated man was driving south on right-hand side Montauk Avenue ahead of car, and as car was about to pass, driver suddenly turned his horse to cross tracks. Motorman could not check momentum of car in time to avoid collision. Wagon was smashed and driver considerably shaken up.

May 8, 1899. Car coming down Bank Street when man in covered carriage turned suddenly in front of car. Car struck rear wheel and threw out occupant. No serious damage.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

WALTER LEARNED,
President.

S. REED ANTHONY,
Treasurer.

STATE OF CONNECTICUT, }
COUNTY OF NEW LONDON, } ss.

NEW LONDON, Sept. 14, 1899.

Then personally appeared the above-named Walter Learned, President, and made oath that the foregoing certificate, by him subscribed, is true.

Before me,

HORACE C. LEARNED.
Notary Public.

Then personally appeared the above-named S. Reed Anthony, Treasurer, and made oath that the foregoing certificate by him subscribed is true.

Before me,

DAN'L K. SNOW,
Justice of the Peace.

NORWALK STREET RAILWAY COMPANY.

History.

Name of company making this report? The Norwalk Street Railway Co.
Date of organization? Aug. 27, 1862, as The Norwalk Horse Railroad Company.
Under laws of what State organized? State of Connecticut.

Corporate Name and Address of the Company.

Norwalk Street Railway Company.

Names and Address of Principal Officers.

President,	R. A. C. SMITH,	100 Broadway, New York.
General Manager,	WM. F. ACTON,	South Norwalk, Conn.
Superintendent,	E. F. KYLE,	Norwalk, Conn.
Treasurer,	A. M. YOUNG,	100 Broadway, New York.
Secretary,	H. G. RUNKLE,	" "

Names and Residence of Directors Last Elected.

R. A. C. SMITH,	New York City.
WM. F. SHEEHAN,	" "
H. G. RUNKLE,	Plainfield, N. J.
A. M. YOUNG,	Branford, Conn.
GEO. G. BLAKESLEE,	Portchester, N. Y.

General Information.

CAPITAL STOCK.

Capital stock authorized by charter,	\$500,000.00
Capital stock authorized by vote of company,	100,000.00
Capital stock issued, 4,000 full shares of \$25 each,	100,000.00
Stock issued for cash,	62,500.00
Stock issued by undivided earnings,	37,500.00
Number of stockholders residing in Connecticut, 1.	
Whole number of stockholders, 5.	

BONDS OR FUNDED DEBT.

First mortgage, due July 1, 1919,	
Amount of authorized issue,	200,000.00
Amount issued,	110,000.00
Amount outstanding,	110,000.00
Cash realized on amount issued,	111,000.00

Interest — Rate, 6 per cent.

When payable, January and July 1st.

Amount accrued from June 30, 1898, to June 30, 1899, . . . \$6,600.00

Amount paid from June 30, 1898, to June 30, 1899, . . . 6,600.00

Miscellaneous obligations, 42,000.00

Cost of Road, Equipment, and Permanent Improvements.

Item.	Expenditures during Year, not included in Operating Expenses, charged to Construction or Equipment.	Total Cost to June 30, 1898.	Total Cost to June 30, 1899.	Cost per Mile.
Construction,		\$169,791.13	\$169,791.13	.....
Grading, and bridge and culvert masonry,		3,390.74	3,390.74	.....
Paving,	\$806.74	2,022.46	2,829.20	.....
Buildings, furniture, and fixtures,	40.00	.....	40.00	.....
Total Construction,	\$846.74	\$175,204.33	\$176,051.07	\$23,411.05
Total Equipment, . . . . .	.....	\$60,457.47	\$60,457.47	\$8,039.55
Grand Total Cost Construction, Equipment, etc., }	\$846.74	\$235,661.80	\$236,508.54	\$31,450.60

Earnings and Expenses.**STATEMENT OF GROSS EARNINGS.**

From passenger transportation, \$49,737.70

STATEMENT OF OPERATING EXPENSES.

For repairs of road-bed and track,	\$17.66
For repairs of buildings and fixtures,	33.25
For repairs of electric line construction,	125.79
For removal of snow and ice,	595.87
For repairs of cars and electric equipment of cars,	1,127.11
For electric motive power,	7,565.37
For wages and compensation of persons employed in conducting transportation,	11,871.72
For damages, losses, and gratuities to persons,	7.90
For insurance,	1,604.05
For salaries and wages not included above,	4,205.45
For right of way,	375.00
For fuel, light, and water,	288.88
For legal expense,	309.15
For general expense,	793.20
For oil and waste,	30.45
For office expense,	95.98
Total operating expenses,	29,046.83
Net earnings,	\$20,690.87

Total Receipts and Expenditures.

STATEMENT OF RECEIPTS FROM ALL SOURCES.

Cash on hand at date of last report,	\$779.28	
Receipts from gross earnings as stated,	49,737.70	
Bills payable,	1,800.00	
Accounts payable,	1,600.67	
Total,		\$53,917.65

STATEMENT OF TOTAL EXPENDITURES.

For operating expenses,	\$29,046.83	
For taxes,	2,255.00	
For interest,	8,679.66	
For dividends—number, 3; rate per cent., 1½; date when paid, Aug., Nov., and Feb. 1st,	4,500.00	
For construction account,	846.74	
For insurance, unearned premiums,	1,041.69	
Cash on hand to balance,	7,547.73	
Total,		\$53,917.65

Comparative General Balance Sheet.

Total, June 30, 1898.	Assets.	Total, June 30, 1899.	Increase Year ending June 30, 1899.	Decrease Year ending June 30, 1899.
\$175,204.33	Construction account,	\$176,011.07	\$806.74	
60,457.47	Equipment account,	60,457.47		
32,080.12	Real estate and buildings,	32,080.12		
124.80	Furniture and fixtures,	164.80	40.00	
.....	Insurance, unearned prem'ns,	1,041.69	1,041.69	
779.28	Cash on hand,	7,547.73	6,768.45	
\$268,646.00	Total,	\$277,302.88	\$8,656.88	

Total, June 30, 1893.	Liabilities.	Total, June 30, 1899.	Increase Year ending June 30, 1899.	Decrease Year ending June 30, 1899.
\$100,000.00	Capital Stock,	\$100,000.00		
110,000.00	Bonds payable, or funded debt,	110,000.00		
40,200.00	Bills payable, or unfunded debt,	42,000.00	\$1,800.00	
.....	Accounts payable,	1,600.67	1,600.67	
8,742.35	Depreciation account,	8,742.35		
9,703.65	Insurance fund,	9,703.65		
.....	Profit and loss,	5,256.21	5,256.21	
\$268,646.00	Grand Total,	\$277,302.88	\$8,656.88	

Inventory of Equipment, June 30, 1899.

Number of enclosed cars owned,	11
Equipped with electric motors,	10
Number of open cars owned,	9
Equipped with electric motors,	9
Number of electric motors owned,	42
Number of electric cars equipped with fenders (guard boards),	20
Other articles of equipment, viz. :	
Electric snow sweeper,	1
Electric street sprinkler,	1
Walkaway snow-plow,	1
Horse snow sweeper,	1
Tower wagon,	1
Handcar,	1

Amount of Business, etc.

Total number of miles run during year,	223,916
Total number of persons carried during year,	1,020,886
Total number of round trips for year,	36,746
Number of persons regularly employed by the company,	25
Rates of fare,	5 cents

Description of Road Owned and Operated.

Length of railway owned, measured as single track, exclusive of sidings, switches, etc.,	7.52 miles
Aggregate length of sidings, switches, etc., . . . . .	.26 miles
Total length of railway owned, measured as single track, including sidings, switches, etc.,	7.78 miles
Aggregate length of track owned which is paved,	5.93 miles
Length of railway owned by other companies, measured as single track, exclusive of sidings, switches, etc., which this company operates or runs its cars over, joint trackage, . . . . .	.39 miles
Total length of railway operated, whether owned by this or other companies,	7.91 miles
Length of railway operated wholly by electric power,	7.91 miles
Description of rail used, and weight per yard : 60 lbs. ; Tee rails.	
Name of overhead electric system adopted, and whether single or double trolley : General electric, single.	
Average speed and maximum speed at which electric cars are run : 8.6 to 15 miles.	

Description of the several railway lines owned and operated by this company :

Line runs between South Norwalk, Norwalk, and Winnipauk, all in the town of Norwalk.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

R. A. C. SMITH,
President.

A. M. YOUNG,
Treasurer.

STATE OF NEW YORK, }
CITY AND COUNTY OF NEW YORK, } ss.

September 13, 1899.

Then personally appeared the above-named R. A. C. Smith, President, and A. M. Young, Treasurer, of the Norwalk Street Railway Company, and severally made oath that the foregoing certificate, by them subscribed, is true.

Before me,

P. H. HAMPSON,
*Notary Public, No. 71, Kings County,
Certificate filed in New York County.*

NORWALK TRAMWAY COMPANY.

History.

Name of company making this report ? The Norwalk Tramway Company.

Date of organization ? Chartered May 6, 1889.

Under laws of what state organized ? State of Connecticut.

May 6, 1889; June 29, 1893; July 3, 1895; June 2, 1897; June 20, 1899.

Corporate Name and Address of the Company.

The Norwalk Tramway Company, No. 40 South Main Street, South Norwalk, Conn.

Names and Address of Principal Officers.

President,	THOMAS M. WALLER,	15 Wall Street, New York.
Vice-President and } General Manager,	K. W. MANSFIELD,	South Norwalk, Conn.
Secretary and } Treasurer,	GEORGE N. MCKIBBIN,	29 Broadway, New York.

Names and Residence of Directors Last Elected.

THOMAS M. WALLER,	.	.	New London, Conn.
GEORGE N. MCKIBBIN,	.	.	New York, N. Y.
S. HARRISON WAGNER,	.	.	New Haven, Conn.
FREDERIC H. REED,	.	.	New York, N. Y.
SIDNEY L. WRIGHT,	.	.	Philadelphia, Pa.
HERBERT MASON,	.	.	New Haven, Conn.
W. FREDERICK SNYDER,	.	.	Philadelphia, Pa.
CHAS. W. SCRANTON,	.	.	New Haven, Conn.
K. W. MANSFIELD,	.	.	South Norwalk, Conn.

General Information.

CAPITAL STOCK.

Capital stock authorized by charter,	\$850,000.00
Capital stock authorized by vote of company,	300,000 00
Capital stock issued, 2,870 full shares of \$100 each,	287,000.00
Stock issued without any payment thereon, or in any manner or for any purpose not named above, stating the amount in each case separately, and including the remainder of the stock issued — In payment of contracts,	287,000.00
Amount of stock held in Connecticut,	89,500.00
Number of stockholders residing in Connecticut, 25.	
Whole number of stockholders, 48.	

BONDS OR FUNDED DEBT.

First mortgage, due September 1, 1923.

Amount issued,	\$399,000.00
Amount outstanding,	392,000.00

Interest—Rate, 5 per cent.

When payable, March 1st and September 1st.

Amount accrued from June 30, 1898, to June 30, 1899,	19,365.92
Amount paid from June 30, 1898, to June 30, 1899,	19,375.00

Cost of Road, Equipment, and Permanent Improvements.

Item.	Expenditures during year, not included in operating expenses, charged to construction or equipment.	Total Cost to June 30, 1899.	Total Cost to June 30, 1899.	Cost Per Mile.
Construction:				
Right of way,	\$136.65			
Paving, etc.,	7,568.39			
Buildings, furniture, and fixtures,	66 75			
Shop machinery and tools,	18.00			
Engineering expenses,	90.97			
Sundries,	931.81			
New electric line construction (siding),	18.24			
Total construction,	\$8,830.31			
Equipment:				
Miscellaneous car equipment, fenders, etc.,	\$861.88			
Total equipment,	\$861.88			
Total cost construction, } equipment, etc., }	\$9,692.19	\$682,015.70	\$691,707.89	\$39,481.04

Earnings and Expenses.

STATEMENT OF GROSS EARNINGS.

From passenger transportation,	\$69,066.53
From express,	53.10
From interest,	6.84
From advertising,	180.00
From sale of gum,	6.71
From sale of salt hay,	3.00
Total gross earnings,	\$69,316.18

STATEMENT OF OPERATING EXPENSES.

For repairs of road-bed and track,	\$1,242.80
For office expense,	702.53
For repairs of buildings and fixtures,	165.51
For repairs of electric line and track construction,	1,682.53
For removal of snow and ice,	1,331.26
For repairs of cars and trucks,	1,354.21
For repairs of electric equipment of cars,	1,304.66
For legal expense,	468.80
For contingent,	591.03
For advertising and park expenses,	1,115.38
For electric motive power, including wages of engineers, etc., fuel, water, etc.,	9,653.72
For wages and compensation of persons employed in conducting transportation,	16,612.58
For damages, losses, and gratuities to persons and property,	342.60
For repairs, steam and power plant,	370.67
For insurance,	626.36
For salaries and wages not included above,	3,086.59
For rents of other roads,	901.00
For car-house expense,	1,519.42
For cleaning and watering track, \$352.56; wreck- ing, \$19.08,	371.64
For lubricating and waste, car and motor supplies,	189.24
For repairing tools and machinery,	60.88
Total operating expenses,	43,693.41
Net earnings,	\$25,622.77

Total Receipts and Expenditures.

STATEMENT OF RECEIPTS FROM ALL SOURCES.

Cash on hand at date of last report,	\$1,602.19
Bills and accounts receivable at date of last report,	1,292.99
Receipts from gross earnings,	69,316.18
Receipts from bills and accounts receivable,	11,100.00
Total,	\$83,311.36

STATEMENT OF TOTAL EXPENDITURES.

For operating expenses,	\$43,693.41
For taxes,	3,697.25
For interest,	19,706.11
For construction and equipment account,	8,496.35
For accident insurance fund,	2,051.42
For accrued rentals,	2,033.33
Bills and accounts receivable this date,	1,598.40
Cash on hand to balance,	2,035.09
Total,	\$83,311.36

Comparative General Balance Sheet.

Total, June 30, 1898.	Assets.	Total, June 30, 1899.	Increase Year ending June 30, 1899.	Decrease Year ending June 30, 1899.
\$681,356.63	{ Construction account, }	\$691,033.05	\$9,676.42	.....
	{ Equipment account, }			
2,366.76	Materials on hand, .	3,119.53	752.77	.....
1,292.99	Accounts receivable, .	1,598.40	305.41	.....
39.85	Badge and punch account, .	39.85		.....
197.36	Advance ins. premium, .	378.00	180.64	.....
1,179.43	General suspense acct., .	1,012.00		\$167.43
1,721.59	Accident insurance fund, .	2,801.51	1,079.92	.....
659.07	Office furniture, .	674.84	15.77	.....
1,602.19	Cash on hand, .	2,035.09	432.90	.....
\$690,415.87	Total,	\$702,692.27	\$12,443.83	\$167.43

The total construction and equipment account includes an item of \$674.84 for office furniture. This is separate from the construction and equipment account on this page.

Total, June 30, 1898.	Liabilities.	Total, June 30, 1899.	Increase Year ending June 30, 1899.	Decrease Year ending June 30, 1899.
\$287,000.00	Capital stock,	\$287,000.00	.....	.....
383,000.00	Bonds payable, or funded debt,	392,000.00	\$9,000.00	.....
5,334.96	Accounts payable,	5,107.15		\$227.81
390.15	Unpaid pay-roll June 30, 1899,	582.90	192.75	.....
6,465.43	Accrued interest,	6,627.63	162.20	.....
2,700.00	Accrued taxes,	2,772.00	72.00	.....
5,100.00	Miscellaneous,	8,100.00	3,000.00	.....
425.33	Profit and loss,	502.59	77.26	.....
\$690,415.87	Total,	\$702,692.27	\$12,504.21	\$227.81

Inventory of Equipment, June 30, 1899.

Number of enclosed cars owned,	9
Equipped with electric motors,	1
Number of open cars owned,	16
Equipped with electric motors,	16
Number of electric motors owned,	41
Number of electric cars equipped with fenders,	25
Number of electric snow-plows owned,	1
Number of other vehicles, tower wagons,	2
Other articles of equipment:	
Lathes, shop motors, machinery, etc.	

Amount of Business, etc.

Total number of miles run during year,	451,761.8
Total number of persons carried during year,	1,535,601
Total number of round trips for year,	64,251
Number of persons regularly employed by the company, about 50.	
Rates of fare, 5 cents.	

Description of Road Owned and Operated.

Length of railway owned, measured as single track, exclusive of sidings, switches, etc.,	17.52 miles.
Aggregate length of sidings, switches, etc.,	2.50 "
Total length of railway owned, measured as single track, including sidings, switches, etc.,	20.02 "
Aggregate length of track owned which is paved,	2.51 "
Length of railway owned by other companies, measured as single track, exclusive of sidings, switches, etc., which this company operates or runs its cars over, . . . . .	.81 "
Total length of railway operated, whether owned by this or other companies,	18.33 "
Length of railway operated wholly by electric power,	18.33 "
Description of rail used, and weight per yard, 48, 56, and 70 lb. "T" rail.	
Name of overhead electric system adopted, and whether single or double trolley:	
General Electric Company, single trolley.	
Average speed and maximum speed at which electric cars are run: average, 7 miles per hour, maximum, 15.	

Description of the several railway lines owned and operated by this company:

From Broad River through Norwalk and East Norwalk to Dorlon's (Gregory's) Point, South Norwalk, Roton Point, Rowayton, Darien, and Noroton to Stamford; also from Norwalk to Westport.

Description of the several railway lines owned by other companies and operated by this company, giving the towns in which located, and the mileage in each town: .26 miles of track in Wall street, city of Norwalk, owned by the Norwalk Street Railway Company, and operated under a joint agreement. Each company owns one track of the double track on Wall street. For convenience of operation each company furnishes power to both tracks alternately for six months. .55 miles of track in East avenue, city of Norwalk, owned by Norwalk Street Railway Company, over which we operate our cars under agreement.

List of All Accidents during Year ending June 30, 1899.

Cause and Nature of Injury.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	5	..	5
Employes,
Other persons,

Statement of Each Accident in Detail.

July 2, 1898. A car ran off the track at the terminus of the line. The only passenger, a woman, became frightened, and stood up. She was thrown forward striking her abdomen, but was not seriously injured. If she had remained seated she would not have been hurt at all.

July 31, 1898. A man under influence of liquor attempted to board a rapidly moving car. Leg broken.

September 15, 1898. An old man attempted to get off moving car, fell down with one foot on the rail and had several toes cut off. Some time afterward he died in the hospital from shock of amputation.

December 11, 1898. Two ladies driving on track on country road in covered wagon, thrown out by car striking the carriage. Neither seriously injured.

January 13, 1899. An intoxicated man staggered in front of rapidly moving car. Saved by fender. Not injured.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

THOMAS M. WALLER,
President.

GEO. N. McKIBBIN,
Treasurer.

STATE OF NEW YORK, }
NEW YORK COUNTY, } ss.

NEW YORK, August 25, 1899.

Then personally appeared the above-named Thomas M. Waller, President, and Geo. N. McKibbin, Treasurer, of the Norwalk Tramway Company, and severally made oath that the foregoing certificate, by them subscribed, is true.

Before me,

ROBERT K. WALLER,
*A Commissioner for the State of Connecticut,
resident in the State of New York.*

NORWICH STREET RAILWAY COMPANY.

History.

Name of company making this report? Norwich Street Railway Company.

Date of organization? 1882.

Under laws of what state organized? Connecticut.

Corporate Name and Address of the Company.

Norwich Street Railway Company, Treasurer's office, 53 State St., Boston.

Names and Address of Principal Officers.

President,	BILLINGS P. LEARNED,	New London, Conn.
Superintendent,	W. L. ADAMS,	Norwich, Conn.
Treasurer,	S. REED ANTHONY,	Boston, Mass.
Corporation Clerk,	W. L. ADAMS,	Norwich, Conn.

Names and Residence of Directors Last Elected.

BILLINGS P. LEARNED,	.	.	.	New London, Conn.
JNO. F. PERRY,	.	.	.	Brookline, Mass.
S. REED ANTHONY,	.	.	.	Boston, Mass.
WALTER C. NOYES,	.	.	.	New London, Conn.
COSTELLO LIPPITT,	.	.	.	Norwich, "
JNO. MITCHELL,	.	.	.	" "
ASA BACKUS,	.	.	.	" "

General Information.

CAPITAL STOCK.

Capital stock authorized by charter,	.	.	.	.	\$600,000.00
Capital stock authorized by vote of company,	.	.	.	.	250,000.00
Capital stock issued, 2,500 full shares of \$100 each,	.	.	.	.	250,000.00
Stock issued for cash,	.	.	.	.	250,000.00
Amount of stock held in Connecticut, 42 shares.					
Number of stockholders residing in Connecticut, 6.					
Whole number of stockholders, 58.					

(421)

BONDS OR FUNDED DEBT.

First mortgage due, October, 1923.

Amount of authorized issue,	\$350,000.00
Amount issued,	265,000.00
Amount outstanding,	265,000.00
Cash realized on amount issued,	265,000.00

Interest — Rate, 5 per cent.

When payable, April and October.

Amount accrued from June 30, 1898, to June 30, 1899,	13,250.00
Amount paid from June 30, 1898, to June 30, 1899,	13,250.00
Miscellaneous obligations,	17,000.00

Cost of Road, Equipment, and Permanent Improvements.

Item.	Expenditures during year, not included in operating expenses, charged to construction or equipment.	Total Cost to June 30, 1898.	Total Cost to June 30, 1899.	Cost Per Mile.
Construction, . . . . .	.....	\$411,747.30	\$413,938.82	.....
Other real estate, . . . . .	.....	9,525.00	9,525.00	.....
Paving,	\$3,172.33	.....	3,172.33	.....
Buildings, furniture, and fixtures, . . . . .	.....	13,765.40	13,765.40	.....
Extension of tracks,	2,191.52	.....	.....	.....
New electric line construction,	380.00	.....	380.00	.....
Sachem Park, . . . . .	.....	12,675.75	12,675.75	.....
Total construction,	\$5,743.85	\$447,713.45	\$453,457.30	\$36,554.39
Equipment, . . . . .	.....	94,255.62	94,293.29	.....
Electric equipment of same,	\$37.67	.....	.....	.....
Additional horses,	100.00	150.00	250.00	.....
Total equipment,	\$137.67	\$94,405.62	\$94,543.29	\$7,621.38
Total cost construction, } equipment, etc., }	\$5,881.52	\$542,119.07	\$548,000.59	\$44,175.78

Earnings and Expenses.

STATEMENT OF GROSS EARNINGS.

From passenger transportation,	\$76,678 20
From United States mails,	386 73
From advertising,	440.94
From park,	139.48
Total gross earnings,	\$77,645.35

STATEMENT OF OPERATING EXPENSES.

For repairs of road-bed and track,	\$3,354.28	
For repairs of buildings and fixtures,	76.37	
For repairs of electric line construction,	608.18	
For removal of snow and ice,	1,769.71	
For repairs of cars,	1,304.02	
For repairs of electric equipment of cars,	2,960.63	
Stable expenses,	438.63	
For electric motive power,	11,090.12	
For wages and compensation of persons employed in conducting transportation,	18,027.54	
Expense,	2,006.47	
For damages, losses, and gratuities to property,	20.00	
For insurance, fire, \$841.86, accident, \$2,300.26,	3,142.12	
For salaries and wages not included above,	5,509.16	
For rents,	500.04	
For painting rolling stock,	593.97	
For printing and advertising,	190.86	
For Sachem Park expense,	826.59	
For fuel and water,	187.47	
For lamps, oil, and grease,	367.88	
Total operating expenses,		\$52,974.04
Net earnings,		\$24,671.31

Total Receipts and Expenditures.

STATEMENT OF RECEIPTS FROM ALL SOURCES.

Cash on hand at date of last report,	\$2,405.36	
Bills and accounts receivable at date of last report,	195.19	
Receipts from gross earnings,	77,645.35	
Receipts from error last report,	1,131.70	
Receipts from notes and accounts payable,	25,952.16	
Total,		\$107,329.76

STATEMENT OF TOTAL EXPENDITURES.

For operating expenses,	\$52,974.04	
For taxes,	4,725.00	
For interest,	597.01	
For dividends—number —; rate per cent., 1; date when paid, January and July,	5,000.00	
For construction account,	380.00	{
	2,191.52	
For equipment account,	37.67	
For property account,	100.00	
For paving,	3,172.33	
For bond interest,	13,250.00	
For notes and accounts payable (last report),	21,094.62	
Bills and accounts receivable this date,	700.61	
Cash on hand to balance,	3,106.96	
Total,		\$107,329.76

Comparative General Balance Sheet.

Total, June 30, 1898.	Assets.	Total, June 30, 1899.	Increase Year ending June 30, 1899.	Decrease Year ending June 30, 1899.
\$411,747.30	Construction account, . . .	{ \$3,552.33 413,938.82	\$5,743.85	.....
94,255.62	Equipment account, . . .	94,293.29	37.67	.....
13,765.40	Buildings and fixtures, . . .	13,765.40	.....	.....
12,675.75	Sachem Park, . . .	12,675.75	.....	.....
9,525.00	Land, . . .	9,525.00	.....	.....
150.00	Horses, . . .	250 00	100.00	.....
195.19	Accounts receivable, . . .	700.61	505.42	.....
561.28	Interest, . . .	.....	.....	\$561.28
334.50	Profit and loss, . . .	.....	.....	334.50
207.20	Insurance, . . .	.....	.....	207.20
11,625.00	Bond interest and dividends, . . .	.....	.....	11,625.00
924.50	Taxes, . . .	.....	.....	924.50
2,405.36	Cash on hand, . . .	3,106.96	701.60	.....
\$558,372.10	Total, . . .	\$551,808.16	\$7,088.54	\$13,652.48

Total, June 30, 1898.	Liabilities.	Total, June 30, 1899.	Increase Year ending June 30, 1899.	Decrease Year ending June 30, 1899.
\$250,000.00	Capital stock, . . .	\$250,000.00	.....	.....
265,000.00	Bonds payable, or funded debt, . . .	265,000.00	.....	.....
15,000.00	Bills payable, or unfunded debt, . . .	17,000.00	\$2,000.00	.....
1,316.69	Accounts payable, . . .	8,952.16	7,635.47	.....
.....	Accrued interest, . . .	3,312.51	3,312.51	.....
5,157.84	Accident fund, . . .	.....	.....	\$5,157.84
21,897.57	Surplus, . . .	7,543.49	.....	14,354.08
\$558,372.10	Total, . . .	\$551,808.16	\$12,947.98	\$19,511.92

Inventory of Equipment, June 30, 1899.

Number of enclosed cars owned, . . .	13
Equipped with electric motors, . . .	7
Number of open cars owned, . . .	14
Equipped with electric motors, . . .	14
Number of electric motors owned, . . .	42
Number of electric cars equipped with fenders, . . .	27
Number of electric snow-plows owned, . . .	2
Number of horses owned, . . .	3
Number of harnesses (pairs of), . . .	4
Number of sleighs, . . .	1
Number of other vehicles:	

1-horse snow-plow; 2 snow levelers; 1 tower wagon; 1 pole wagon; 1 double dump cart; 1 single dump cart; 1 extra wagon; 1 Concord wagon; 1 single harness and dump cart harness; 4 trail cars.

Amount of Business, etc.

Total number of miles run during year,	295,083.49
Total number of persons carried during year,	1,821,115
Total number of round trips for year,	68,577
Number of persons regularly employed by the company,	45
Rates of fare,	5 cents

Description of Road Owned and Operated.

Length of railway owned, measured as single track, exclusive of sidings, switches, etc.,	12.405 miles.
Aggregate length of sidings, switches, etc., . . . . .	.550 "
Total length of railway owned, measured as single track, including sidings, switches, etc.,	12.955 "
Aggregate length of track owned which is paved,	1.300 "
Total length of railway operated, whether owned by this or other companies,	12.405 "
Length of railway operated wholly by electric power,	12.405 "
Description of rail used, and weight per yard: T rail; 35, 40, 45, and 48 lbs.	
Name of overhead electric system adopted, and whether single or double trolley: G. E. Co.'s, single trolley.	

Average speed and maximum speed at which electric cars are run: 5.97 and 9.44.
 Description of the several railway lines owned and operated by this Company:

Main line,	Taftville P. O. to Backus Corner.
Yantic line,	Yantic Store to Franklin Square, Norwich.
Thamesville line,	Dunham Street to " " "
Laurel Hill line,	Sunnyside to " " "

List of all Accidents during Year ending June 30, 1899.

Cause and Nature of Injury.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	3	..	3
Employes,
Other persons,

Statement of Each Accident in Detail.

October 9, 1898. Lady attempted to get on car just as it started. Fell and wrenched her side.

October 28, 1898. Man jumped off moving car. Fell and scratched his face.

June 29, 1899. Boy stealing ride jumped from moving car, struck his head and was unconscious for a short time. No serious injury.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

B. P. LEARNED,
President.

S. REED ANTHONY,
Treasurer.

STATE OF CONNECTICUT, {
COUNTY OF NEW LONDON, } ss.

NEW LONDON, Sept. 14, 1899.

Then personally appeared the above-named B. P. Learned, President, and made oath that the foregoing certificate, by him subscribed, is true.

Before me,

WALTER LEARNED,
Justice of the Peace.

Then personally appeared the above-named S. Reed Anthony, Treasurer, and made oath that the foregoing certificate, by him subscribed, is true.

Before me,

DAN'L P. SNOW,
Justice of the Peace.

SHELTON STREET RAILWAY COMPANY.

History.

Name of company making this report? The Shelton Street Railway Company.

Date of organization? Nov. 12, 1895.

Under laws of what State organized? State of Connecticut.

Corporate Name and Address of the Company.

Shelton Street Railway Company of Derby, Conn.

Names and Address of Principal Officers.

President,	ANDREW RADEL,	Bridgeport, Conn.
Vice-President,	GOTTFRIED KRUEGER,	Newark, N. J.
General Manager,	ANDREW RADEL,	Bridgeport, Conn.
Superintendent,	HY. A. THUMM,	Shelton, Conn.
Treasurer,	ALLAN W. PAIGE,	Bridgeport, Conn.
Corporation Clerk,	ALLAN W. PAIGE,	Bridgeport, Conn.

Names and Residence of Directors Last Elected.

ANDREW RADEL,	.	.	.	.	.	Bridgeport, Conn.
D. S. BRINSMADE,	.	.	.	.	.	Shelton, Conn.
W. J. MILLER,	.	.	.	.	.	Huntington, Conn.
W. S. DOWNS,	.	.	.	.	.	Derby, Conn.
ALLAN W. PAIGE,	.	.	.	.	.	Bridgeport, Conn.

General Information.

CAPITAL STOCK.

Capital stock authorized by charter,	.	.	.	.	.	\$75,000.00
Capital stock authorized by vote of company,	.	.	.	.	.	75,000.00
Capital stock issued, 3,000 full shares of \$25 each,	.	.	.	.	.	75,000.00
Stock issued for cash,	.	.	.	.	.	75,000.00
Amount of stock held in Connecticut,	.	.	.	.	.	37,800.00
Number of stockholders residing in Connecticut,	5.					
Whole number of stockholders,	6.					

Cost of Road, Equipment, and Permanent Improvements.

Item.	Expenditures during year not included in operating expenses, charged to construction or equipment.	Total Cost to June 30, 1898.	Total Cost to June 30, 1899.	Cost per Mile.
Construction:				
Right of way,	\$2,702.74	\$135.80	\$2,838.54	.....
Bridges and trestles, . . . . .	.....	5,096.10	5,096.10	.....
Rails,	25,635.95	9,778.83	35,414.78	.....
Ties,	3,200.08	1,718.93	4,919.01	.....
Buildings, furniture, and fixtures, . . . . .	.....	3,598.32	3,598.32	.....
Engineering expenses,	5,311.05	1,937.53	7,248.58	.....
Freight account,	956.67	1,428.76	2,385.43	.....
Road built by contract,	51,863.97	.....	51,863.97	.....
Track constructed,	871.07	9,501.58	10,372.65	.....
Line constructed, . . . . .	.....	1,907.16	1,907.16	.....
New electric power station building, including machinery, etc., . . . . .	.....	876.43	876.43	.....
Legal expenses, . . . . .	.....	175.00	175.00	.....
Other new buildings necessary for operation of railway,	275.00	13,412.78	13,687.78	.....
Total Construction,	\$90,816.53	\$49,567.22	\$140,383.75	\$56,113.50
Total Equipment,	6,691.68	6,982.40	13,674.08	5,469.63
Grand total cost of Construction, Equipment, etc., }	\$97,508.21	\$56,549.62	\$154,057.83	\$61,623.13

Earnings and Expenses.

STATEMENT OF GROSS EARNINGS.

Total gross earnings, \$6,305.20

STATEMENT OF OPERATING EXPENSES.

For repairs of road-bed and track,	\$249.40	
For bridge repairs,	34.26	
For repairs of buildings and fixtures,	28.50	
For repairs of electric line construction,	2.50	
For removal of snow and ice,	49.83	
For repairs of cars,	231.03	
For electric motive power,	2,125.47	
For wages and compensation of persons employed in conducting transportation,	2,325.59	
For damages, losses, and gratuities to persons,	10.00	
For expense account,	205.88	
Total operating expenses,		\$5,262.46
Net earnings,		\$1,042.74

Total Receipts and Expenditures.**STATEMENT OF RECEIPTS FROM ALL SOURCES.**

Cash on hand at date of last report,	\$5,932.24
Bills and accounts receivable at date of last report,	891.65
Receipts from gross earnings,	6,305.20
Receipts from stock subscription,	15,000.00
Receipts from Syndicate Construction Company,	51,863.97
Total,	\$79,993.06

STATEMENT OF TOTAL EXPENDITURES.

For operating expenses,	\$5,262.46
For construction acct, } from operating, \$6,961.19	
For equipment acct, }	
Syndicate Const. Co., contractors, \$51,863.97,	58,825.16
Balance of construction and equipment account will be found in accounts payable, (p. 429).	
Bills and accounts receivable this date,	10 50
Cash on hand to balance,	15,895.24
Total,	\$79,993.06

Comparative General Balance Sheet.

Total, June 30, 1898.	Assets.	Total, June 30, 1899.	Increase Year ending June 30, 1899.	Decrease Year ending June 30, 1899.
\$49,567.22	Construction account,	\$88,519.78	\$38,952.56	.....
6,982.40	Equipment account,	13,674.08	6,691.68	.....
.....	Contract work, construction,	51,863.97	.....	.....
891.65	Accounts receivable,	10.50	.....	\$881.15
15,000.00	Stock subject to call, . . . . .	.....	.....	15,000.00
5,932.24	Cash on hand,	15,895.24	9,963.00	.....
\$78,373.51	Total,	\$169,963.57	\$55,607.24	\$15,881.15

Total, June 30, 1898.	Liabilities.	Total, June 30, 1899.	Increase Year ending June 30, 1899.	Decrease Year ending June 30, 1899.
\$75,000.00	Capital stock,	\$75,000.00	.....	.....
652.04	Accounts payable,	39,517.58	\$38,865.54	.....
.....	Syndicate Construction Com- pany, contractors,	51,863.97	51,863.97	.....
2,721.47	Profit and loss,	3,582.02	860.55	.....
\$78,373.51	Total,	\$169,963.57	\$91,590.06	.....

Inventory of Equipment, June 30, 1899.

Number of enclosed cars owned,	4
Equipped with electric motors,	4
Number of electric motors owned,	4 sett
Other articles of equipment, viz.:	
One Walkaway for track clearing.	

Amount of Business, etc.

Total number of miles run during year,	61,087½
Total number of persons carried during year,	106,104
Total number of round trips for year,	24,455
Number of persons regularly employed by the company,	6
Rates of fare,	5 cents

Description of Road Owned and Operated.

Length of railway owned, measured as single track, exclusive of sidings, switches, etc.,	2½ miles
Aggregate length of sidings, switches, etc.,	⅓ mile
Total length of railway owned, measured as single track, including sidings, switches, etc.,	2⅘ miles
Aggregate length of track owned which is paved,	Macadamized
Length of new electric railway under construction, June 30, 1899,	9 miles
Length of railway operated wholly by electric power,	All
Description of rail used, and weight per yard: 70-lb. T.	
Name of overhead electric system adopted, and whether single or double trolley: Single.	
Average speed and maximum speed at which electric cars are run,	6 miles

Description of the several railway lines owned and operated by this company:

From Derby Viaduct to Howe Avenue, south.

From Derby Viaduct to Howe Avenue, north.

List of All Accidents During Year Ending June 30, 1899.

Cause and Nature of Injury.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,
Employes,	1	..	1
Other persons,

Statement of Each Accident in Detail.

March 15, 1899. Employee hurt; arm sprained while lifting armature in car-house.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

ANDREW RADEL,
President.

ALLAN W. PAIGE,
Treasurer.

STATE OF CONNECTICUT, }
COUNTY OF FAIRFIELD, } ss.

BRIDGEPORT, CONN., August 29, 1899.

Personally appeared before me the above-named Andrew Radel and Allan W. Paige, President and Treasurer of the Shelton Street Railway Company, and severally made oath that the foregoing certificate, by them subscribed, is true.

Before me,

HOWARD H. KNAPP,
Notary Public.

SOUTH MANCHESTER LIGHT, POWER, AND TRAMWAY COMPANY.

History.

Name of company making this report : South Manchester Light, Power, and Tramway Company.

Date of organization : August 1, 1894.

Under laws of what State organized : State of Connecticut.

What carrier operates the road of this company : Hartford, Manchester, and Rockville Tramway Co., lessee.

Names and Address of Principal Officers.

President,	FRANK CHENEY, JR.
Treasurer,	FRANK W. CHENEY.
Corporation Clerk and Secretary,	CHARLES S. CHENEY.

Names and Residence of Directors last Elected.

FRANK W. CHENEY,	South Manchester, Conn.
KNIGHT D. CHENEY,	" "
HARRY G. CHENEY,	" "
FRANK CHENEY, JR.,	" "
RICHARD O. CHENEY,	" "

General Information.

CAPITAL STOCK.

Capital stock authorized by charter (with privilege of increasing same to \$100,000),	\$10,000.00
Capital stock authorized by vote of the company,	10,000.00
Capital stock issued, 100 full shares of \$100 each,	10,000.00
Stock issued for cash,	10,000.00
Amount of stock held in Connecticut,	10,000.00
Number of stockholders residing in Connecticut, 10.	
Whole number of stockholders, 10.	

Cost of Road, Equipment, and Permanent Improvements.

Item.	Total cost to June 30, 1898.	Total cost to June 30, 1899.	Cost per Mile.
Total Construction,	\$11,821.69	\$11,821.69	\$14,870.05

Earnings and Expenses.

STATEMENT OF GROSS EARNINGS.

From rents,	\$600.00
-------------	----------

Total Receipts and Expenditures.

STATEMENT OF RECEIPTS FROM ALL SOURCES.

Receipts from gross earnings,	\$600.00
From Hartford, Manchester, and Rockville Tramway Company,	
amount of State tax,	100.00
Total,	\$700.00

STATEMENT OF TOTAL EXPENDITURES.

For taxes,	\$100.00
Paid balance of borrowed money,	116.69
Cash on hand to balance,	483.31
Total,	\$700.00

Comparative General Balance Sheet.

Total, June 30, 1898.	Assets.	Total, June 30, 1899.	Increase Year ending June 30, 1899.
\$11,821.69	Construction account,	\$11,821.69	.....
.....	Cash on hand,	483.31	\$483.31
\$11,821.69	Total,	\$12,305.00	\$483.31

Total, June 30, 1898.	Liabilities.	Total, June 30, 1899.	Increase Year ending June 30, 1899.	Decrease Year ending June 30, 1899.
\$10,000.00	Capital stock,	\$10,000.00	.....	.....
116.69	Accounts payable,	.....	.....	\$116.69
1,705.00	Profit and loss,	2,305.00	\$600.00	.....
\$11,821.69	Total,	\$12,305.00	\$600.00	\$116.69

Description of Road Owned and Operated.

Length of railway owned, measured as single track, exclusive of sidings, switches, etc., . . . . .	.795 mile.
Total length of railway owned, measured as single track, including sidings, switches, etc., . . . . .	.795 "
Length of railway operated wholly by electric power, . . . . .	.795 "
Description of rail used, and weight per yard : T-rail, 56-lb. to yard.	
Name of overhead electric system adopted, and whether single or double trolley: Anderson system, single trolley.	

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

FRANK CHENEY, JR.,
President.

F. W. CHENEY,
Treasurer.

STATE OF CONNECTICUT, }
COUNTY OF HARTFORD, } ss.

MANCHESTER, August 12, 1899.

Then personally appeared the above-named Frank Cheney, Jr., President, and F. W. Cheney, Treasurer, and severally made oath that the foregoing certificate, by them subscribed, is true. Before me,

CHARLES S. CHENEY,
Justice of the Peace.

STAMFORD STREET RAILROAD CO.

History.

Name of company making this report? Stamford Street Railroad Company, formerly the Stamford Horse Railroad Company.

Date of organization? Stamford Horse Railroad Company, Aug. 9, 1886. Stamford Street Railroad Company, July 3, 1889.

Under laws of what State organized? State of Connecticut. Special laws, 1886, p. 40; 1887, p. 186; 1889, p. 355; 1893, p. 725; 1895, pp. 238 and 350.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized: Stamford Horse Railroad Company reorganized as Stamford Street Railroad Company, under Chap. II, Public Acts, 1889.

Names and Address of Principal Officers.

President,	N. H. HEFT,	New Haven, Conn.
Vice-President,	W. W. GILLESPIE,	Stamford, "
Superintendent,	GEO. W. PIERCE,	" "
Treasurer,	W. L. SQUIRE,	New Haven, "
Corporation Clerk,	W. L. SQUIRE,	" "

Names and Residence of Directors Last Elected.

N. H. HEFT,	.	.	.	.	Bridgeport, Conn.
W. W. GILLESPIE,	.	.	.	.	Stamford, "
JULIUS B. CURTIS,	.	.	.	.	" "
GEORGE H. HOYT,	.	.	.	.	" "
SAMUEL FESSENDEN,	.	.	.	.	" "
J. M. HALL,	.	.	.	.	New Haven, "
ROBERT A. FOSDICK,	.	.	.	.	Stamford, "

General Information.

CAPITAL STOCK.

Capital stock authorized by charter,	\$200,000.00
Capital stock authorized by vote of company,	100,000.00
Capital stock issued, 1,842 full shares of \$50 each, and \$140 in scrip,	92,240.00
Stock issued for cash,	92,240.00
Amount of stock held in Connecticut,	90,400.00
Number of stockholders residing in Connecticut, 58.	
Whole number of stockholders, 69.	

BONDS OR FUNDED DEBT.

First mortgage, due August 1, 1909,	\$75,000.00
Amount of authorized issue,	75,000.00
Amount issued,	75,000.00
Amount outstanding,	75,000.00
Cash realized on amount issued,	75,000.00
Interest — Rate, 5 per cent.	
When payable, February 1st and August 1st.	
Amount accrued from June 30, 1898, to June 30, 1899,	3,750.00
Miscellaneous obligations,	143,837.11

Cost of Road, Equipment, and Permanent Improvements.

Item.	Expenditures during year, not included in Operating Expenses, charged to Construction or Equipment.	Total Cost to June 30, 1898.	Total Cost to June 30, 1899.	Cost Per Mile.
Construction and equipment to Oct. 1, 1895,		\$201,140.37	\$201,140.37	.....
Grading, and bridge and culvert masonry,	\$1,138.60	1,100.95	2,239.55	.....
Buildings, furniture, and fixtures,		439.43	439.43	.....
Engineering expenses,		626.90	626.90	.....
Extension of tracks,		75,167.98	75,167.98	.....
New electric line construction,	*80.39	8,903.58	8,823.19	.....
General expense, legal,	44.10	598.50	642.60	.....
Total Construction,	\$1,102.31	\$287,977.71	\$289,080.02	\$27,769.45
Equipment:				
Motors,		7,568.24	7,568.24	.....
Passenger cars,		8,768.32	8,768.32	.....
Additional cars,		1,866.30	1,866.30	.....
Trucks,		1,464.16	1,464.16	.....
Total Equipment,		\$19,667.02	\$19,667.02	\$1,889.24
Total Cost Construction, } Equipment, etc., }	\$1,102.31	\$307,644.73	\$308,747.04	\$29,658.69

* Deduction of \$80.39 is caused by credits to line construction exceeding the charge by above amount.

Earnings and Expenses.**STATEMENT OF GROSS EARNINGS.**

From passenger transportation,	\$49,729.70	
From advertising,	312.48	
Total gross earnings,		\$50,042.18

STATEMENT OF OPERATING EXPENSES.

For repairs of road-bed and track,	\$866.58	
For repairs of buildings and fixtures,	134.44	
For repairs of electric line construction,	721.86	
For removal of snow and ice,	732.03	
For repairs of cars,	1,175.12	
For repairs of electric equipment of cars,	485.84	
For harnesses, horse-shoeing, and veterinary care,	56.21	
For provender, hay, etc.,	185.19	
For electric motive power,	12,667.65	
For wages and compensation of persons employed in conducting transportation, and expenses,	14,420.04	
For insurance,	166.28	
For repairs of motors, \$1,079.02; repairs of trucks, \$730.27; miscellaneous repairs, \$16.54; office ex- penses, \$2,670.87; miscellaneous expenses, \$304,	4,800.70	
Total operating expenses,		36,411.94
Net earnings,		\$13,630.24

Total Receipts and Expenditures.**STATEMENT OF RECEIPTS FROM ALL SOURCES.**

Cash on hand at date of last report,	\$3,911.50	
Receipts from gross earnings as stated,	50,042.18	
Rebates,	13,622.49	
Total,		\$67,576.17

STATEMENT OF TOTAL EXPENDITURES.

For operating expenses,	\$36,411.94	
For taxes,	1,662.20	
For construction account,	1,102.31	
Material vouchers, less amount credited,	236.58	
Damages to property,	39.15	
Injuries to persons,	10.75	
Notes paid,	2,789.75	
Unpaid vouchers, July 1, 1898, \$22,048.67, less amount unpaid July 1, 1899, \$2,698.05,	19,350.62	
Cash on hand to balance,	5,972.87	
Total,		\$67,576.17

Comparative General Balance Sheet.

Total, June 30, 1898.	Assets.	Total, June 30, 1899.	Increase Year ending June 30, 1899.	Decrease Year ending June 30, 1899.
\$287,977.71	Construction account,	\$289,080.02	\$1,102.31	.....
19,667.02	Equipment account,	19,667.02	.....	.....
202.11	Materials on hand,	388.69	186 58	.....
166.28	Suspense,	415.53	249.25	.....
1.50	Cashier's contingency fund,	1.50	.....	.....
12,302.05	Individuals and companies,	85.77	.....	\$12,216.28
3,911.50	Cash on hand,	5,972.87	2,061.37	.....
45,090.70	Profit and loss,	42,525.96	.....	2,564.74
\$369,318.87	Total,	\$358,137.36	\$3,599.51	\$14,781.02

Total, June 30, 1898.	Liabilities.	Total, June 30, 1899.	Increase Year ending June 30, 1899.	Decrease Year ending June 30, 1899.
\$92,240.00	Capital stock,	\$92,240.00	.....	.....
75,000.00	Bonds payable, or funded debt,	75,000 00	.....	.....
46,626.86	Bills payable, or unfunded debt,	143,837.11	.....	\$2,789.75
22,048.67	Accounts payable,	2,698.05	.....	19,350.62
14,657.50	Bond interest,	18,407.50	\$3,750.00	.....
16,217.71	Interest, bills payable,	23,476.47	7,258.76	.....
2,528.13	Accident insurance, sinking fund,	2,478.23	.....	49 90
\$369,318.87	Total,	\$358,137.36	\$11,008.76	\$22,190.27

Inventory of Equipment, June 30, 1899.

Number of enclosed cars owned,	9
Equipped with electric motors,	9
Number of open cars owned,	11
Equipped with electric motors,	6
Number of electric motors owned,	30
Number of electric cars equipped with fenders,	7
Number of electric snow-plows owned,	1
Number of horses owned,	2
Number of harnesses,	1
Number of other vehicles (1 business wagon and truck),	2

Amount of Business, etc.

Total number of miles run during year,	314,001.48
Total number of persons carried during year,	1,026,325
Total number of round trips for year,	no record.
Rates of fare,	5 cents, local.
Number of persons regularly employed by the company,	40

Description of Road Owned and Operated.

Length of railway owned, measured as single track, exclusive of sidings, switches, etc.,	10.41 miles.
Aggregate length of sidings, switches, etc., . . . . .	.20 mile.
Total length of railway owned, measured as single track, including sidings, switches, etc.,	10.61 miles.
Aggregate length of track owned which is paved,	3.40 "
Total length of railway operated, whether owned by this or other companies,	10.41 "
Length of railway operated wholly by electric power,	10.41 "
Description of rail used, and weight per yard: 60 and 70 lb. "T" rail.	
Name of overhead electric system adopted, and whether single or double trolley: General electric, single trolley.	
Average speed and maximum speed at which electric cars are run: average, 6 miles per hour, maximum, 10 miles per hour.	

List of all Accidents during Year ending June 30, 1899.

Cause and Nature of Injury.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	1	..	1
Employees,
Other persons,	5	..	5

Statement of Each Accident in Detail.

August 3, 1898. Boy while riding a wheel was struck by a car and slightly injured.

August 30, 1898. Man while riding a wheel was struck by a car and quite badly hurt.

September 14, 1898. Man stepped from car while in motion, sustaining a slight scalp wound.

October 26, 1898. Man struck by car, head cut.

May 30, 1899. Car struck wagon, caused by horse shying at a boat on a truck at the side of the street, throwing two occupants out, and injuring them severely.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

N. H. HEFT,
President.

W. L. SQUIRE,
Treasurer.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN, } ss.

August 23, 1899.

Then personally appeared the above-named N. H. Heft, and W. L. Squire, and severally made oath that the foregoing certificate, by them subscribed, is true.

Before me,

A. S. MAY,
Notary Public.

THE TORRINGTON & WINCHESTER STREET RAILWAY COMPANY.

History.

Name of company making this report? The Torrington & Winchester Street Railway Company.

Date of organization? March 13, 1897.

Under laws of what State organized? State of Connecticut. Special Act, approved March 1, 1897.

Corporate Name and Address of the Company.

The Torrington & Winchester Street Railway Company, Winsted, Conn.

Names and Address of Principal Officers.

Superintendent,	W. O. HALLOWELL,	Burrville, Conn.
Treasurer,	GEO. A. BUTMAN,	8 Congress st., Boston, Mass.
Corporation Clerk,	SAM'L A. HERMAN,	Winsted, Conn.

Names and Residence of Directors last Elected.

JAMES ALLDIS,	Torrington, Conn.
S. A. HERMAN,	Winsted, "
HENRY GAY,	" "
F. F. FUESSINCH,	Torrington, "
E. H. HOTCHKISS,	" "
ADELBERT P. HINE,	" "
GEORGE B. ALVORD,	" "

General Information.

CAPITAL STOCK.

Capital stock authorized by charter,	\$1,000,000.00
Capital stock authorized by vote of company,	200,000.00
Capital stock issued, 2,000 full shares at \$100 each,	200,000.00
Stock issued for cash,	200,000.00
Amount of stock held in Connecticut,	35,500.00
Number of stockholders residing in Connecticut,	17
Whole number of stockholders,	27

BONDS OR FUNDED DEBT.

First mortgage, due December 1, 1917.

Amount of authorized issue,	\$150,000.00
Amount issued,	150,000.00
Amount outstanding,	150,000.00
Cash realized on amount issued,	142,500.00

Interest — Rate, 5 per cent.

When payable — June 1st and December 1st.

Amount accrued from June 30, 1898, to June 30, 1899, . . . \$7,500.00

Amount paid from June 30, 1898, to June 30, 1899, . . . 7,500.00

Cost of Road, Equipment, and Permanent Improvements.

Item.	Expenditures during year not included in operating expenses, charged to construction or equipment.	Total Cost to June 30, 1898.	Total Cost to June 30, 1899.	Cost per Mile.
Construction:				
Right of way, }				
Other real estate, }				
Fences, }				
Grading, and bridge and culvert masonry, }				
Bridges and trestles, . . . . . }	.....	\$211,206.23	\$211,206.23	\$16,817.12
Rails, }				
Ties, }				
Paving, }				
Other superstructures, }				
Buildings, furniture, and fixtures, . . . . . }	.....	15,238.73	15,238.73	1,213.37
Engineering expenses, }	\$50.00	2,553.66	2,603.66	207.31
Discount on securities sold for construction, . . . . . }	.....	7,500.00	7,500.00	597.26
New electric line construct., }	36.76	35,016.20	35,052.96	2,791.06
New electric power station bldg., inc. mach'ry, etc., . . . . . }	.....	50,031.00	50,031.00	3,983.61
Other items, additions to park buildings, }	259.54	13,402.29	13,661.83	1,087.81
Total Construction, }	\$346.30	\$334,948.11	\$335,294.41	\$26,697.54
Equipment:				
Passenger cars, }				
Baggage, express, and postal cars, }	52.75	16,094.00	16,146.75	1,285.67
Combination cars, }				
Freight cars, }				
Other cars of all classes, }				
Electric equipment of same, }	11.36	18,010.00	18,021.36	1,434.94
Snow-plows, }				
Sweeping, }	529.68	7,557.03	8,086.71	643.90
Sundry equipment, }				
Total Equipment, }	593.79	41,661.03	42,254.82	3,364.51
Grand Total Cost Construction, Equipment, etc., }	\$940.09	\$376,609.14	\$377,549.23	\$30,062.05

Earnings and Expenses.**STATEMENT OF GROSS EARNINGS.**

From passenger transportation,	\$40,165.22	
Advertising,	165.00	
Total gross earnings,		\$40,330.22

STATEMENT OF OPERATING EXPENSES.

For repairs of road-bed, and track,	\$895.51	
For repairs of buildings and fixtures,	191.87	
For repairs of electric line construction,	170.27	
For removal of snow and ice,	395.97	
For repairs of cars,	628.96	
For repairs of electric equipment of cars,	329.51	
For wages and compensation of persons employed in conducting transportation,	7,897.42	
For insurance,	1,664.59	
For salaries and wages not included above,	1,717.09	
For car-house labor,	1,359.15	
For power station, operating account,	5,274.13	
For general expense,	524.96	
For amusements,	617.56	
Total operating expenses,		21,666.99
Net earnings,		\$18,663.23

Total Receipts and Expenditures.**STATEMENT OF RECEIPTS FROM ALL SOURCES.**

Cash on hand at date of last report,	\$2,529.80	
Receipts from gross earnings,	40,330.22	
Total,		\$42,860.02

STATEMENT OF TOTAL EXPENDITURES.

For operating expenses,	*\$20,036.99	
For taxes,	2,165.09	
For interest,	8,079.68	
For dividends — number, 1; rate per cent., 2 $\frac{1}{2}$; date when paid, October 31, 1898,	5,000.00	
For construction account,	346.30	
For equipment account,	593.79	
For prepaid insurance,	350.00	
For prepaid interest,	625.00	
For surplus,	700.00	
For bills payable,	2,300.00	
Bills and accounts receivable this date,	619.90	
Cash on hand to balance,	2,043.27	
Total,		\$42,860.02

* The difference of \$16.30 between this item and the total of operating expenses on page 443 is caused by the payment, just previous to, or on June 30, 1898, of \$16.30 for insurance from June 30, 1898, to June 30, 1899.

Comparative General Balance Sheet.

Total, June 30, 1898.	Assets.	Total, June 30, 1899.	Increase Year ending June 30, 1899.	Decrease Year ending June 30, 1899.
\$834,948.11	Construction account, . . .	\$335,294.41	\$346.30	
41,661.03	Equipment account, . . .	42,254.82	593.79	
.....	Materials on hand, . . .	700.00		
.....	Accounts receivable, . . .	619 90	1,319.90	
2,529.80	Cash on hand, . . .	2,043.27		\$486 53
312.50	Unexpired interest, . . .	625.00	312.50	
1,630.00	Unexpired insurance, . . .	350.00		1,280.00
\$381,081.44	Total,	\$381,887.40	\$2,572.49	\$1,766.53

Total, June 30, 1898.	Liabilities.	Total, June 30, 1899.	Increase Year ending June 30, 1899.	Decrease Year ending June 30, 1899.
\$200,000.00	Capital stock,	\$200,000.00		
150,000.00	Bonds payable, or funded debt,	150,000.00		
27,000.00	Bills payable, or unfunded debt,	25,000.00		\$2,000.00
453.64	Accounts payable,	153.64		300.00
625.00	Accrued interest,	625.00		
3,002.80	Profit and loss,	6,108.76	\$3,105.96	
\$381,081.44	Total,	\$381,887.40	\$3,105.96	\$2,300.00

Inventory of Equipment, June 30, 1899.

Number of enclosed cars owned,	5
Equipped with electric motors,	3
Number of open cars owned,	9
Equipped with electric motors,	9
Number of electric motors owned (single),	24
Number of electric cars equipped with fenders,	8
Number of electric snow-plows owned,	1, and 1 electric sweeper
Number of horses owned,	1
Number of harnesses,	1
Number of other vehicles (dump cart),	1
Other articles of equipment, viz.:	
One freight car.	

Amount of Business, etc.

Total number of miles run during year,	247,526 $\frac{2}{3}$ miles
Total number of persons carried during year,	844,984 miles
Total number of round trips for year,	16,198 miles
Number of persons regularly employed by the company,	27
Rates of fare : 15 cents, Winsted to Torrington; 5 cents, town limits.	

Description of Road Owned and Operated.

Length of railway owned, measured as single track, exclusive of sidings, switches, etc.,	12.559 miles
Aggregate length of sidings, switches, etc., . . . . .	.471 miles
Total length of railway owned, measured as single track, including sidings, switches, etc.,	13.030 miles
Total length of railway operated, whether owned by this or other companies,	12.559 miles
Length of railway operated wholly by electric power,	12.559 miles
Description of rail used, and weight per yard: T rail; 56 lbs.	
Name of overhead electric system adopted, and whether single or double trolley: General electric.	
Average speed and maximum speed at which electric cars are run:	12 miles per hour.

List of All Accidents during Year ending June 30, 1899.

Cause and Nature of Injury.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	3	..	..	..	3
Employees,
Other persons,	1	..	1

Statement of Each Accident in Detail.

August 18, 1898. Mr. Kerney Haywood of Winsted, while riding bicycle crossed track in front of car at corner of Daytonville curve, and fell under car. Prompt work of motorman prevented series injuries.

June 9, 1899. Mr. Charles Evens, Torrington, while riding on car, the register came unfastened and dropped on his head, rendering him unconscious for two hours.

June 9, 1899. Miss Clara Carty and Miss Anna Firm of Torrington, while riding on car one-half mile south of Winsted switch, were slightly bruised on the legs by car colliding with another car going in same direction.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

JAMES ALLDIS,
President.

GEO. A. BUTMAN,
Treasurer.

STATE OF MASSACHUSETTS, }
COUNTY OF SUFFOLK, } ss.

Boston, September 13, 1899.

Then personally appeared the above-named Geo. A. Butman, and made oath that the foregoing certificate, by him subscribed, is true.

Before me,

ARTHUR W. CLAPP,
Justice of the Peace.

STATE OF CONNECTICUT, }
LITCHFIELD COUNTY, } ss.

Winchester, September 15, 1899.

Then personally appeared the above-named James Alldis, and made oath that the foregoing certificate, by him subscribed, is true, according to his best knowledge and belief.

Before me,

SAMUEL A. HERMAN,
Justice of the Peace.

WESTPORT & SAUGATUCK STREET RAILWAY COMPANY.

Name of company making this report? The Westport & Saugatuck Street Rail-
way Company.

Date of organization? March 7, 1876.

Under laws of what State organized? State of Connecticut. Article 1, Part IX,
Chapter II, Title XVII, General Statutes; Private Acts, 1876; Private Acts,
1895; Private Acts, 1897.

Corporate Name and Address of the Company.

The Westport & Saugatuck Street Railway Company.

Names and Address of Principal Officers.

President,	ARTHUR S. HOYT,	New York.
Vice-President,	LLOYD NASH,	Westport, Conn.
Superintendent,	SAMUEL A. PURDY,	" "
Treasurer,	SAMUEL A. PURDY,	" "
Corporation Clerk,	SAMUEL A. PURDY,	" "

Names and Residence of Directors Last Elected.

A. S. HOYT,	New York.
W. G. STAPLES,	Westport, Conn.
LLOYD NASH,	" "
F. M. SALMON,	" "
WM. E. OSBORN,	" "
S. A. PURDY,	" "

General Information.

CAPITAL STOCK.

Capital stock authorized by charter,	\$100,000.00
Capital stock authorized by vote of company,	40,000.00
Capital stock issued, 400 full shares of \$100 each,	40,000.00
Stock issued for cash,	40,000.00
Amount of stock held in Connecticut,	22,000.00
Number of stockholders residing in Connecticut, 21.	
Whole number of stockholders, 25.	

BONDS OR FUNDED DEBT.

First mortgage, due 1916.

Amount of authorized issue, \$26,000.00

Amount issued, 9,800.00

Amount outstanding, 9,800.00

Cash realized on amount issued, 9,800.00

Interest—Rate, 5 per cent.

When payable, February and August.

Amount accrued from June 30, 1898, to June 30, 1899, . . . 490.00

Amount paid from June 30, 1898, to June 30, 1899, . . . 507.50

Cost of Road, Equipment, and Permanent Improvements.

Item.	Total Cost to June 30, 1898.	Total Cost to June 30, 1899.	Cost per Mile.
Construction:			
Other real estate,	\$173.74	\$173.74	.....
Grading, and bridge and culvert ma- sonry,	4,514.77	4,514.77	.....
Bridges and trestles,	170.25	170.25	.....
Buildings, furniture, and fixtures,	2,845.10	2,845.10	.....
Shop machinery and tools,	425.00	425.00	.....
Engineering expenses,	1,510.60	1,510.60	.....
Interest during construction,	173.35	173.35	.....
Road built by contract,	33,219.65	33,219.65	.....
New electric line construction,	6,068.51	6,068.51	.....
New electric power station building, including machinery, etc.,	3,082.12	3,082.12	.....
Lawyer's fees and printing, \$998.86; freight, \$252; construction for year ending Sept. 30, 1895, \$15,000,	16,250.36	16,250.36	.....
Total Construction,	\$68,433.45	\$68,433.45	\$13,365.90
Equipment:			
Motors,	3,021.10	3,021.10	.....
Passenger cars,	3,594.66	3,594.66	.....
Snow-plow,	49.50	49.50	.....
Conversion of horse cars into motor cars and other items,	2,800.46	2,800.46	.....
Track scrapers,	27.00	27.00	.....
Car register,	29.00	29.00	.....
Total Equipment,	\$9,521.72	\$9,521.72	\$1,859.71
Grand Total Cost Construction, Equip- ment, etc., }	\$77,955.17	\$77,955.17	\$15,225.61

Earnings and Expenses.**STATEMENT OF GROSS EARNINGS.**

From passenger transportation,	\$6,233.77	
From United States mails,	134.52	
Total gross earnings,		\$6,368.29

STATEMENT OF OPERATING EXPENSES.

For repairs of road-bed and track,	\$1,108.62	
For repairs of buildings and fixtures,	20.00	
For repairs of electric line construction,	6.50	
For removal of snow and ice,	72.97	
For repairs of cars, and electric equipment of cars,	194.56	
For wages and compensation of persons employed in conducting transportation,	3,529.95	
For damages, losses, and gratuities to property,	12.50	
For insurance,	223.18	
For salaries and wages not included above,	37.90	
For other operating expenses:		
Lawyer's fees, \$307.65; telephone, \$19.75,	327.40	
General expenses, oil, coal, waste, stamps, etc.,	431.15	
Cedar Island, \$289.65; printing and advertising, \$54.44,	344.09	
Total operating expenses,		6,308.82
Net earnings,		\$59.47

Total Receipts and Expenditures.**STATEMENT OF RECEIPTS FROM ALL SOURCES.**

Cash on hand at date of last report,	\$42.04	
Bills and accounts receivable at date of last report,	129.66	
Receipts from gross earnings as stated,	6,368.29	
Receipts from rebate interest,	23.50	
Sundries,	28.75	
Bills payable,	3,111.45	
Total,		\$9,703.69

STATEMENT OF EXPENDITURES.

For operating expenses,	6,308.82	
For taxes,	509.65	
For interest,	1,595.83	
Old bills paid,	1,127.01	
Bills and accounts receivable this date,	129.66	
Cash on hand to balance,	32.72	
Total,		\$9,703.69

Comparative General Balance Sheet.

Total, June 30, 1898.	Assets.	Total, June 30, 1899.	Increase Year Ending June 30, 1899.	Decrease Year Ending June 30, 1899.
\$68,433.45	Construction account, . . .	\$68,433.45		
9,521.72	Equipment account, . . .	9,521.72		
690.04	Betterments, . . .	690.04		
2,542.46	Materials on hand, . . .	2,542.46		
129.66	Accounts receivable, . . .	129.66		
42.04	Cash on hand, . . .	32.72		\$9.32
7,033.07	Profit and loss, . . .	10,413.76	3,380.69	
\$88,392.44	Total, . . .	\$91,763.81	\$3,380.69	\$9.32

Total, June 30, 1898.	Assets.	Total, June 30, 1899.	Increase Year Ending June 30, 1899.	Decrease Year Ending June 30, 1899.
\$40,000.00	Capital stock, . . .	\$40,000.00		
9,800.00	Bonds payable, or funded debt,	9,800.00		
32,544.95	Bills payable, or unfunded debt,	41,090.06	\$8,545.11	
6,047.49	Accounts payable, . . .	873.75		\$5,173.74
\$88,392.44	Total, . . .	\$91,763.81	\$8,545.11	\$5,173.74

Inventory of Equipment, June 30, 1899.

Number of enclosed cars owned, . . .	3
Equipped with electric motors, . . .	2
Number of opened cars owned, . . .	2
Equipped with electric motors, . . .	2
Number of electric motors owned, . . .	8
Number of electric snow-plows owned (to be attached to car), . . .	1
Other articles of equipment: 1 tower wagon, 1 old horse car, 1 dump car,	
2 construction cars.	

Amount of Business, etc.

Total number of miles run during year, . . .	58,757
Total number of persons carried during year, . . .	125,214
Total number of round trips for year, . . .	7,776
Number of persons regularly employed by the company, . . .	6
Rates of fare, 5 cents.	

Description of Road Owned and Operated.

Length of railway owned, measured as single track, exclusive of sidings, switches, etc., . . .	5.12 miles.
Aggregate length of sidings, switches, etc., . . .	.13 mile.

Total length of railway owned, measured as single track, including

sidings, switches, etc., 5.25 miles.

Length of railway operated wholly by electric power, 5.12 "

Description of rail used, and weight per yard: 60 lbs. and 56 lbs., T section rails.

Name of overhead electric system adopted, and whether single or double trolley:

General electric, single.

Average speed and maximum speed at which electric cars are run : Average, 8 ; maximum, 12.

Description of the several railway lines owned and operated by this company:

Compo Beach Line.

Riverside Avenue and State Street Line.

Main Street Line.

List of all Accidents during Year ending June 30, 1899.

Cause and Nature of Injury.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	1	..	..	..	1
Employees,
Other persons,

Statement of Each Accident in Detail.

April 3, 1898. A milk wagon going in same direction as car suddenly attempted to cross the track in front of car. One wheel of wagon was damaged. Owner exonerated company.

May 2, 1898. Car struck stand pole at the end of the line. One passenger claimed to be slightly injured. No other damage.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

A. S. HOYT,
President.

SAMUEL A. PURDY,
Treasurer.

STATE OF CONNECTICUT, }
COUNTY OF FAIRFIELD, } ss.

WESTPORT, Sept. 18, 1899.

Then personally appeared the above-named A. S. Hoyt, and Samuel A. Purdy, and severally made oath that the foregoing certificate, by them subscribed, is true.

Before me,

WM. EDGAR NASH,
Notary Public.

WINCHESTER AVENUE RAILROAD CO.

History.

Name of company making this report: Winchester Avenue Railroad Company.

Date of organization: May 21, 1891.

Under laws of what State organized: State of Connecticut.

If a consolidated company, name the constituent companies:

A consolidation of The Winchester Avenue Railroad Company and New Haven and West Haven Horse Railroad Company.

Winchester Avenue Railroad Company; date of charter, June 5, 1889.

New Haven and West Haven Horse Railroad Company; date of charter, June 20, 1865.

Amendments granted under date of June 27, 1866; May 29, 1867; June 17, 1869; May 31, 1870; July 22, 1874 (two); March 27, 1878; March 31, 1881; May 21, 1889; June 21, 1889; June 30, 1893; June 20, 1895; May 25, 1897.

Date and authority for each consolidation:

Winchester Avenue Railroad Company, June 30, 1893.

New Haven and West Haven Horse Railroad Company, June 30, 1893.

Names and Address of Principal Officers.

President,	W. B. FERGUSON,	53 State St., Boston, Mass.
Vice-President,	ISRAEL A. KELSEY,	West Haven, Conn.
Superintendent,	JOHN F. HINES,	" "
Treasurer,	ALBERT E. POND,	New Haven, "
Corporation Clerk,	ISRAEL A. KELSEY,	West Haven, "

Names and Residence of Directors last Elected.

W. B. FERGUSON,	.	.	.	53 State St., Boston, Mass.
ISRAEL A. KELSEY,	.	.	.	West Haven, Conn.
A. B. TURNER,	.	.	.	16 State St., Boston, Mass.
E. E. FLOYD,	.	.	.	78 Chauncey St., Boston, Mass.
ALBERT E. POND,	.	.	.	New Haven, Conn.
JAMES GRAHAM,	.	.	.	West Haven, Conn.
S. HARRISON WAGNER,	.	.	.	New Haven, Conn.

General Information.

CAPITAL STOCK.

Capital stock authorized by charter,	.	.	.	.	\$1,000,000.00
Capital stock authorized by vote of company,	.	.	.	.	800,000.00
Capital stock issued, 32,000 full shares of \$25 each,	.	.	.	.	800,000.00

Stock issued for cash : \$200,000 in 1896 ; \$200,000 in 1899.

Stock issued for stock of other corporations : 1,600 shares to contractors for construction, and 14,400 in purchase of entire stock of New Haven and West Haven Horse Railroad Company at time of consolidation of companies.

BONDS OR FUNDED DEBT.

First mortgage due, November 1, 1912. Debentures due, March 1, 1909.

	First Mortgage.	Debentures.
Amount of authorized issue,	\$500,000.00	\$100,000.00
Amount issued,	500,000.00	100,000.00
Amount outstanding,	500,000.00	14,000.00
Cash realized on amount issued,	490,000.00	97,500.00
Interest — Rate,	5 per cent.	6 per cent.
When payable,	May 1st and Nov. 1st.	Mar. 1st and Sept. 1st.
Amount accrued from June 30, 1898,		
to June 30, 1899,	\$25,000.00	\$4,185.00
Amount paid from June 30, 1898,		
to June 30, 1899,	25,000.00	3,975.00
Miscellaneous obligation, Notes and bills payable.		

Cost of Road, Equipment, and Permanent Improvements.

Item.	Expenditures during year, not included in operating expenses, charged to construction or equipment.	Total Cost to June 30, 1898.	Total Cost to June 30, 1899.	Cost Per Mile.
Construction :				
Real estate,	\$75.40	\$37,200.00	\$37,275.40	\$2,125.16
Buildings, furniture, and fixtures,	1,412.33	79,901.27	81,313.60	4,635.90
Shop machinery and tools,	196.87	4,320.49	4,517.36	257.54
Extension of tracks (extension not laid),	626.04	382,049.73	382,675.77	21,817.32
New electric line construction,	136.37	70,378.25	70,514.62	4,020.22
New electric power station building, including machinery, etc.,	2,415.26	96,410.94	98,826.20	5,634.33
Real estate investment,	101.53	106,278.99	106,380.52	6,065.02
Total construction,	\$4,963.80	\$776,539.67	\$781,503.47	\$44,555.49

Cost of Road, Equipment, and Permanent Improvements.—Continued.

Item.	Expenditures during year, not included in operating expenses, charged to construction or equipment.	Total Cost to June 30, 1898.	Total Cost to June 30, 1899.	Cost Per Mile.
Equipment:				
Passenger cars,	\$19,694.88	\$217,982.22	\$237,677 10	\$14,114.61
Snow plows, . . . . .	.....	9,893.13	9,893.13	.....
Additional horses, . . . .	.....	1,028.00	.....	.....
Additional permanent property and equipment, .	*88.00	2,269.67	3,209.67	182.97
Total equipment, . . .	\$19,606.88	\$231,173.02	\$250,779.90	\$14,297.58
Total cost construction, } equipment, etc., }	\$24,570.68	\$1,007,712.69	\$1,032,283.37	\$58,853.07

* Decrease.

Earnings and Expenses.**STATEMENT OF GROSS EARNINGS.**

From passenger transportation,	\$245,108.55
From United States mails,	668.31
From rents,	1,002.68
From rents, real estate,	4,172.00
From Tickets,	20,084.51
From advertising,	906.00
Total gross earnings,	\$271,942.05

STATEMENT OF OPERATING EXPENSES.

For repairs of road-bed and track,	\$10,771.92
For repairs of buildings and fixtures,	1,943.60
For repairs of electric line construction,	1,126.37
For removal of snow and ice,	3,110.24
For repairs of cars,	7,024.34
For repairs of electric equipment of cars,	5,899.38
For provender, hay, etc.,	1,006.30
For electric motive power,	19,148.66
For wages and compensation of persons employed in conducting transportation,	73,206.84
For damages, losses, and gratuities to property,	2,675.50
For insurance,	2,239.14
For salaries and wages not included above,	8,246.61

For other operating expenses :

General expense, \$4,632.65 ; Legal expense, \$848.43 ; Transfers, \$259 14 ; Repairs of machinery and tools, \$223.50 ; Attractions, \$8,557.43 ; Transportation, \$361.96 ; Real estate expense, \$781.31 ; Office expense, \$2,390.32 ; Interest, \$4,202.01,	\$22,256.75
Total operating expenses,	158,655.65
Net earnings,	\$113,286.40

Total Receipts and Expenditures.

STATEMENT OF RECEIPTS FROM ALL SOURCES.

Cash on hand at date of last report,	\$2,171.80
Bills and accounts receivable at date of last report,	3,879.95
Receipts from gross earnings,	271,942.05
Receipts from other sources:	
Accrued wages,	311.61
Materials last report,	12,663.89
Unexpired insurance, \$2,111.63; notes payable, 1899, \$30,000; accounts payable, 1899, \$10,674.56,	42,786.19
Capital stock,	200,000.00
Total,	\$533,755.49

STATEMENT OF TOTAL EXPENDITURES.

For operating expenses,	\$158,655.65
For taxes,	15,292.71
For interest,	33,265.00
For dividends — number, W. Shore 2; W. A. R., 4; rate per cent., 2½; date when paid, June 15, Dec. 15, Jan. 15, July 15, April 15, Oct. 15,	64,001.86
For construction account,	4,963.80
For equipment account,	19,606.88
For any other purposes:	
Sinking fund, \$3,500, accident fund, \$4,869.77,	8,369.77
Bills payable, \$5,925.21, notes payable, last years' report, \$87,200,	93,125.21
Materials on hand, \$16,485.19; unexpired insurance, \$2,178.93,	18,664.12
Unexpired interest,	63.47
Debenture bonds,	79,000.00
Bills and accounts receivable this date,	3,149.28
Cash on hand to balance,	35,597.74
Total,	\$533,755.49

Comparative General Balance Sheet.

Total, June 30, 1898.	Assets.	Total, June 30, 1899.	Increase Year ending June 30, 1899.	Decrease Year ending June 30, 1899.
\$670,260.68	Construction account,	\$675,122.95	\$4,862.27	.....
231,173.02	Equipment account,	250,779.90	19,606.88	.....
210,000.00	Stock and property rights,	210,000.00	.....	.....
106,278.99	Real estate investment (increase construction account, p. 453),	106,380.52	101.53	.....
7,000.00	Sinking fund,	10,500.00	3,500.00	.....
12,663.89	Materials on hand,	16,485.19	3,821.30	.....
3,879.95	Accounts receivable,	3,149.28	.....	\$730.67
2,111.63	Unexpired insurance,	2,178.93	67.30	.....
.....	Unexpired interest,	63.47	63.47	.....
6,850.31	Accident fund,	11,720.08	4,869.77	.....
33,784.94	Profit and loss,	33,008.11	.....	726.83
2,171.80	Cash on hand,	35,597.74	33,425.94	.....
\$1,286,125.21	Total,	\$1,354,986.17	\$70,318.46	\$1,457.50

Total, June 30, 1898.	Liabilities.	Total, June 30, 1899.	Increase Year ending June 30, 1899.	Decrease Year ending June 30, 1899.
\$600,000.00	Capital stock,	\$800,000.00	\$200,000.00	.....
593,000.00	Bonds payable or funded debt,	514,000.00	.....	\$79,000.00
87,200.00	Bills payable, or unfunded debt,	30,000.00	.....	57,200.00
5,925.21	Accounts payable,	10,674.56	4,749.35	.....
.....	Wages accrued,	311.61	311.61	.....
\$1,286,125.21	Total,	\$1,354,986.17	\$205,060.96	\$136,200.00

Present or Contingent Liabilities, not included in Balance Sheet.

Bonds guaranteed by this company, or a lien on its road, West Shore Railway,	\$30,000.00
Any other liabilities: 5 per cent. guaranteed dividend on West Shore Railway stock,	80,000.00

Inventory of Equipment, June 30, 1899.

Number of enclosed cars owned,	42
Equipped with electric motors,	34
Number of open cars owned,	58
Equipped with electric motors,	34
Number of electric motors owned,	134

Number of electric cars equipped with fenders,	69
Number of electric snow-plows owned,	4
Number of horses owned,	2
Number of harnesses (pairs of),	4
2 road scrapers, 1 water car, 1 water cart, 3 wagons, 1 tower wagon, 1 wrecking car.	

Amount of Business, etc.

Total number of miles run during year,	1,099,558
Total number of persons carried during year,	6,014,419
Number of persons regularly employed by the company, average,	170
Rates of fare, 5 and 10 cents.	

Description of Road Owned and Operated.

Length of railway owned, measured as single track, exclusive of sidings, switches, etc.,	17.54 miles.
Aggregate length of sidings, switches, etc.,	1.77 miles.
Total length of railway owned, measured as single track, including sidings, switches, etc.,	19.31 miles.
Aggregate length of track owned which is paved,	13.15 miles.
Length of railway operated wholly by electric power,	21.44 miles.
Description of rail used, and weight per yard, 50, 52, 56, 60, 70, 72, and 80 lbs., T rail.	
Name of overhead electric system adopted, and whether single or double trolley: Single.	
Average speed and maximum speed at which electric cars are run: average, 7; maximum, 14 miles per hour.	
Description of the several railway lines owned and operated by this company:	
Main Line: New Haven Green to Savin Rock, double track mostly, 4.84,	9.45 miles.
Cross Town: Read Street to City Point, partly double track, included in first item, 4.20,	3.37 miles.
Sylvan Avenue: New Haven Green to Evergreen Cemetery, part single, part double,	1.60 miles.
Congress Avenue: New Haven via Allintown to West Haven,	2.80 miles.
Depot: College Street to Union Depot over tracks before mentioned, . . . . .	.85 miles.
Description of the several railway lines owned by other companies and operated by this company, giving the towns in which located, and the mileage in each town:	

West Shore Railway Company.

In town of Orange, about 2 miles.
In town of Milford, about 2 miles.

Statement of each Accident in Detail.

No fatalities or serious accidents.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

W. B. FERGUSON,
President.

ALBERT E. POND,
Treasurer.

STATE OF MASSACHUSETTS, }
SUFFOLK COUNTY, } ss.

Boston, September 15, 1899.

Then personally appeared the above-named W. B. Ferguson, Albert E. Pond, and severally made oath that the foregoing certificate, by them subscribed, is true.

Before me,

JOHN J. BOYLE, JR.
Notary Public.

GENERAL INDEX.

- Accidents to passengers, 18.
 - To employes, 18.
 - To trespassers, 19.
 - To non-trespassers, 20.
 - At highway crossings, 20.
 - To persons on street railways, 40.
- Air Line Division, condition of, 28.
- Appendix, 45-131.
- Automatic couplers, 20.
- Berkshire Division, condition of, 29.
- Bonds and stocks of steam railroads, 24.
- Bonds of street railways, 38.
- Boston & New York Air Line Railroad Company's return, 103-111.
- Bridgeport, gates at Seaview Ave., 4.
 - Temporary closing of R. R. Ave. and Water St., 15.
- Capital Stock, general statement of, steam railroads, 21.
 - street railways, 37.
- Cash and current assets, 24.
- Cattle guards, discontinuance of, on Highland Div., 16.
- Central Div., condition of, 31.
- Central N. E. Ry. Co., annual returns of, 112-130.
 - general statement of, 32.
 - mileage of, 26.
- Colchester Railway Company's annual return, 131-135.
- Comparative statement tables, *153-*170.
- Compensation of employes, 27.
- Condition of Roads (general statement), 26, 27.
- Cost of steam railroads, 24.
 - street railways, 38.
- Current Liabilities, general statement of, 22.
- Danbury & Norwalk Railroad Company's annual return, 136-142.
- Danbury Division, condition of, 30.
- Debts of street railways, 38.
- Dividends paid by steam railroads, 23.
 - street railways, 39.
- Earnings, gross, 22, 27.
 - Net, 23, 27.
 - Per mile of road operated, 25.
 - Per mile run, 25.
 - Of street railways, 38, 39.
- Employes, number of, on steam railroads, 27.
- Equipment, cost of, 24.
 - New, 32.
 - Amount expended for new, 32.
 - Maintenance of, 25, 27.
- Expenses of operation, 22, 27.
 - Per mile operated, 25.
 - Per mile run, 25.
 - Of street railways, 38.

- Explosives, transportation of, 16.
- Freight, number of tons carried, 23.
- Floating indebtedness of street railways, 38.
- Freight earnings, steam railroads, 24.
 - revenue, steam railroads, 23.
- Funded debt, steam railroads, general statement of, 22.
- Grade crossings, table of, by towns, *125-*131.
- Gross earnings, general statement of, steam railroads, 22, 27.
 - street railways, 38.
- Groton, petition from selectmen, and approval of extension, 5.
- Hartford, extension of Sigourney street, 8.
- Hartford Division, condition of, 28.
- Hartford & Conn. Western Railroad Company's annual return, 143-151.
 - extension of, to Springfield, 33.
- Highland Div., condition of, 30.
- Highway crossings in each town and on each railroad, *125-*131.
- Indebtedness of street railways, 38.
- Interest paid by street railways, 39.
- Investments, permanent, 24.
- Length of steam railroads, 26.
 - street railways, 37.
- Maintenance of way and structures, 25, 27.
 - Equipment, 25, 27.
- Middletown, Meriden & Waterbury Railroad Co's annual return, 152-156.
- Midland Div., condition of, 30.
- Mileage controlled by steam railroads, 25, 26.
- Mileage of street railways, 37.
- Miles run by street railways, 39.
 - steam railroads, 24.
- Naugatuck, discontinuance of use of whistle in, 14.
- Naugatuck Railroad Company's annual return, 157-163.
- Naugatuck Division, condition of, 29.
- Net earnings, general statement of, steam railroads, 23, 27.
 - street railways, 39.
- New Britain, gates, at Washington, High, and No. Stanley streets, 15.
- New England Railroad Company's annual return, 164-175.
- New Haven, speed of trains on Northampton Div., 8.
- New Haven & Derby Railroad Company's annual return, 176-181.
- New Haven & Northampton Company's annual return, 182-192.
- New London Northern Railroad Company's annual return, 193-208.
 - General statement of operation, 33.
 - Mileage of, 26.
- New London Division, condition of, 29.
- New York, New Haven & Hartford Railroad Co.'s annual return, 209-253.
 - General statement of, 32.
 - Mileage of, 26.
- New York Division, condition of, 27.
- Northampton Division, condition of, 29.
- Norwich & Worcester Railroad Company's annual return, 254-261.
- Norwich Div., condition of, 31.
- Operating expenses, general statement, of steam railroads, 22, 27.
 - street railways, 38.
- Passengers carried, steam railroads, 23.
 - street railways, 39.
- Passenger cars, new, 32.
 - Earnings, steam roads, 22, 23.
 - Revenue, steam railroads, 23.
- Plainville, extension of hours of gateman at Main street, 13.
- Philadelphia, Reading & N. England Railroad Co.'s annual return, 262-281.
- Property of steam railroads, 24.
- Revenue, passenger and freight, 23.
- Rails laid during year, 27.
- Railroad Commissioners, names, residence, etc., *177.

Returns, Annual (Steam Railroads) :

- Boston & New York Air Line R. R. Co., 103-111.
- Central New England Ry. Co., 112-130.
- Colchester Railway Co., 131-135.
- Danbury & Norwalk R. R. Co., 136-142.
- Hartford & Connecticut Western R. R. Co., 143-151.
- Middletown, Meriden & Waterbury R. R. Co., 152-156.
- Naugatuck R. R. Co., 157-163.
- New England R. R. Co., 164-175.
- New Haven & Derby R. R. Co., 176-181.
- New Haven & Northampton Company, 182-192.
- New London Northern R. R. Co., 193-208.
- New York, New Haven & Hartford R. R. Co., 209-253.
- Norwich & Worcester R. R. Co., 254-261.
- Philadelphia, Reading & New England R. R. Co., 262-281.
- Ridgefield & New York R. R. Co., 282-284.
- South Manchester R. R. Co., 285-294.

Ridgefield & New York R. R. Co., status of, 35.

Annual return, 282-284.

Rocky Hill, bridge over tracks, 15.

Stafford, elimination of crossing in, 5.

Standard system of St. Ry. accounting, 45-124.

Statistical tables of steam railroads, *135-*171.

comparative for five years, *158-*170.

of street railways, *172-*176.

Statutes relating to railroads, 101-107 (back part of book).

Sterling, sidetrack to Oneco Granite Co., 13.

South Manchester R. R. Co.'s return, 285-294.

Condition and general statement of, 34.

Mileage of, 26.

Stonington Division, condition of, 31.

Street Railways, 35.

Sunday Trains, 17.

Taxes, amount paid by steam railroad companies, 23.

Street railway companies, 39.

Thompson, electric bell near Grosvenordale Station, 14.

Ties laid during year, 27.

Valley Division, condition of, 28.

Vestibules on street cars, 36.

Wages paid employes of railroad companies, 27.

Wallingford, gates at Ward street, 13.

Waterbury, protection at W. Main and Porter streets, 15.

Ways and structures, maintenance of, 25, 27.

Windsor, elimination of crossing at Broad street, 14.

Returns, Annual (Street Railways) :

Bridgeport Traction Co., 297-303.

Bristol & Plainville Tramway Co., 304-309.

Conn. Lighting & Power Co. (New Britain Dist.), 310-315.
(Waterbury District), 316-322.

Danbury & Bethel Street Railway Co., 323-327.

Derby Street Railway Co., 328-333.

East Hartford & Glastonbury Horse R. R. Co., 334-336.

Enfield & Longmeadow Electric Railway Co., 337-341.

Fair Haven & Westville R. R. Co. (four months), 342-347.
(eight months), 348-354.

Hartford, Manchester & Rockville Tramway Co., 355-360.

Hartford Street Railway Co., 361-369.

Manufacturers' Railroad Co., 370-373.

Meriden Electric R. R. Co., 374-379.

Meriden, Southington & Comp. Tram. Co., 380-384.

Middletown Street Railway Co., 385-390.

Milford Street Railway Co., 391-395.

New Haven Street Railway Co. (four months), 396-401.

Returns, Annual (Street Railways :)

- Newington Tramway Co., 402-403.
- New London Street Railway Co., 404-409.
- Norwalk Street Railway Co., 410-414.
- Norwalk Tramway Co., 415-420.
- Norwich Street Railway Co., 421-426.
- Shelton Street Railway Co., 427-431.
- South Manchester Light, Power & Tramway Co., 432-434.
- Stamford Street R. R. Co., 435-440.
- Torrington & Winchester Street Railway Co., 441-446.
- Westport & Saugatuck Street Railway Co., 447-451.
- Winchester Avenue R. R. Co., 452-458.
- Accidents, 40.
- Bonds issued, 38.
- Capital stock of, 37.
- Cost of roads, 38.
- Cost of equipment, 38.
- Dividends paid by, 39.
- Floating indebtedness of, 38.
- Gross earnings of, 38.
- Interest paid by, 39.
- Length of roads, 37.
- Miles run by, 39.
- Net earnings of, 39.
- Operating expenses of, 38.
- Passengers carried, 39.
- Personal injuries by accidents, 40.
- Statistical tables of, *172, *173, *174, *175, *176.
- Statutes relating to street rys., 1-107 (back part of book).
- Taxes paid by, 39.
- Vestibules on cars, 36.

LAWS

RELATING SPECIALLY TO

RAILROADS.

Statutes Relating Specially to Railroads.

ARTICLE XXV.

AMENDMENT TO CONSTITUTION.

Adopted October, 1877.

No County, City, Town, Borough, or other municipal-Town aid to
ity, shall ever subscribe to the capital stock of any rail-
road corporation, or become a purchaser of the bonds, road cor-
or make donation to, or loan its credit, directly or porations pro-
indirectly, in aid of any such corporation ; but nothing hibited.
herein contained shall affect the validity of any bonds
or debts incurred under existing laws, nor be construed
to prohibit the General Assembly from authorizing any
Town or City to protect by additional appropriations of
money or credit any railroad debt contracted prior to
the adoption of this amendment.

SECTION.

1. Meaning of "railroad company."
296. Appointment of railroad policemen.
297. Their powers.
298. Designated by badges.
331. Number of annual reports of railroad commissioners.
376. Reports of public officers.
380. Estimates to be furnished for expenses of board.
392. Petition for incorporation to be advertised.
393. Requirements of incorporation.
517. When trustee may release interest.
918. Attachment of railroad ties, etc.
1096. Fire communicated from locomotive.
1178. Levy of executions.
1400. Punishment for obstruction of track, causing death.
1403. Liability of railroad employes.
1429. Obstructions on railroads.
1431. Tampering with switches or signals.
1471. Throwing or shooting missiles at trains.
1472. Willful injury to engines or cars.
1473. Nuisance on tracks or in depots.

SECTION.

1474. Nuisance on railroad bridge.
1517. Abandonment or obstruction of engines and cars.
1544. Transportation of animals.
1573. Neglect to close gates, etc., at private crossing.
1611. Prosecution in *qui tam* suits.
1927. Proxy voting.
1988. Proceeds from sale of land.
2002. Arrests without warrant.
2557. Gambling on public conveyances.
2671. Height of bridges over railroad track.
2673. Damages from defective highways.
2692. Obstruction of highways.
2693. Obstruction of highways near bridges.
2700. Highways not to be laid out near railroads.
2712. Power of superior court over unsafe highways.
2959. Deeds of railroad companies.
2971. Right to land within limits of railroad or canal.
3022. Lien for services or materials.

SECTION 1. In the construction of all statutes of this State, words and phrases shall be construed according to the commonly approved usage of the language ; and technical words and phrases, and such as have acquired a peculiar and appropriate meaning in the law, shall be construed and understood accordingly.

G. S. 1875, 553.
Words and
phrases gener-
ally.

1884, ch. 110.
Railroad com-
pany.

The phrase "railroad company" shall be construed to mean and include all corporations, trustees, receivers, or other persons, that lay out, construct, maintain, or operate a railroad operated by steam power, unless such meaning would be repugnant to the context or to the manifest intention of the General Assembly.

1893, ch. 12.
Railroad and
steamboat po-
licemen.

SECTION 1. Section 296 of the general statutes is hereby amended so that said section shall read as follows : The Governor may, from time to time, upon the application of any railroad, electric or other street railroad, or steamboat company, engaged in the business of transportation in this State, commission, during his pleasure, one or more persons designated by such company, who, having been duly sworn, may act at its expense as policeman upon the premises used by it in its business, or upon its cars or vessels. When any such commission is issued or revoked, the Executive Secretary shall notify the clerk of the superior court of each county in which it is intended that such policeman shall act.

1893, ch. 14.
Their powers.

SEC. 2. Section 297 of the general statutes is hereby amended so that the same shall read as follows : Every railroad, electric or other street railroad, or steamboat policeman, may arrest in his precincts for all offenses committed therein, and bring the offenders before proper authority.

1893, ch. 14.
To wear a
shield.

SEC. 3. Section 298 of the general statutes is hereby amended so that said section shall read as follows : Every such policeman shall, when on duty, wear, in plain view, a shield bearing the words, "Railroad Police," "Street Railroad Police," or "Steamboat Police," as the case may be, and the name of the company for which he is commissioned.

1885, ch. 115.
1887, ch. 92.
Number of an-
nual reports to
be printed.

SEC. 331. He [the Comptroller] shall cause to be printed at the expense of the State, annually, such number of copies of each of the following annual reports, as is hereinafter stated, that is to say : Of the Railroad Commissioners, twenty two hundred.

1885, ch. 40.
1887, ch. 5, § 10.
Reports of pub-
lic officers.

SEC. 376. All reports and returns which any public officer is required by law to make, annually, to the Governor, shall be for the fiscal year preceding, and all reports and returns which any such officer is required by law to make to the Governor or General Assembly, biennially, shall be for the two fiscal years preceding ; and all such reports and returns as are required to be made annually, except where it is otherwise provided,

shall be made, returned, and printed on or before the first day of November in the year in which they are required to be made. And all such reports and returns as are required to be made biennially, shall be made, returned, and printed on or before the first day of November preceding the next regular session of the General Assembly. All other reports now required to be made annually to the General Assembly shall hereafter be made to the Governor at the same period of the year as now required to be made to the General Assembly.

SEC. 380. The estimates for the different classes of expenditures shall be made as follows, to wit: For

1884, ch. 108.

By whom to be made.

. . . the Railroad Commissioners, . . . The estimates herein required to be made shall be prepared according to such forms as shall be prescribed and furnished by the Treasurer and Secretary. And the Comptroller shall cause a sufficient number of the estimates to be printed and delivered to the General Assembly on the second day of its session.

SEC. 392. No petition for the incorporation of any railroad, horse railroad, canal, or turnpike company, or for an alteration of the charter of any such company, shall be heard by the General Assembly, unless public notice shall be given by advertisement, in some newspaper published in the county where such railroad, horse railroad, canal, or turnpike is proposed to be, or is located, at least three weeks before the first day of the session to which such petition is brought, designating the intended route of such railroad, canal, or turnpike, the streets, highways, and other intended route of such horse railroad, or the proposed alteration of such charter; nor unless the petition for such railroad company is accompanied with, and supported by, the report of a skillful engineer, founded on examination, showing the general profile of the surface of the country through which said railroad is proposed to be made, the manner of its construction, the feasibility of the route, the character of the soil, and probable expense of constructing the same.

G. S. 1875, 79.

Petition for incorporation or alteration of charter of a railroad, horse railroad, canal, or turnpike company.

SEC. 393. No act of incorporation or alteration thereof shall be granted by the General Assembly, except upon a petition therefor, when the law requires that notice of such petition shall be given by advertisement. Every charter of a railroad company, or horse railroad company, shall confine the road within the limits indicated by said notice, specify the towns, and, in case of a horse railroad, the streets or highways through which it may pass, and otherwise designate the

G. S. 1875, 79.

What charters granted only on petition. Charters of railroad and horse railroad companies.

route on which the respective roads may be authorized to be made.

1885, ch. 110, § 111.
Trustee of railroad company to release interest, when.

SEC. 517. The trustee of the estate of any railroad corporation in settlement as an insolvent estate may, if the assets of such estate shall not otherwise be sufficient to pay the claims allowed by the commissioners and the expenses of settling the estate, release, subject to any prior existing lien or title to any proprietors of land, any right of way or other easement or incumbrance which said corporation may have in or upon the same, upon such terms as shall be approved by the court of probate.

1884, ch. 41.
Attachments of machinery, engines, etc.

SEC. 918. Attachments of machinery, engines, or implements, situated and used in any manufacturing or mechanical establishment or of the household furniture of any person having a family, and used by him in housekeeping, or of any hay or unthreshed grain deposited in any building, or of any crop deposited in any building, or of brick in kilns, or of wood, sawed lumber, railroad ties, or logs when gathered together in piles, which cannot, in the opinion of the officer levying upon the same, be moved without manifest injury, shall be effectual to hold the same, without any removal thereof; *provided*, the service of such attachment shall be completed and a copy of the process and of the accompanying declaration or complaint, with the officer's return indorsed thereon, particularly describing the property attached, shall be filed in the office of the town clerk of the town in which such property shall be situated within twenty-four hours after such attachment shall have been made; and when the levy is upon any such hay, unthreshed grain, crops, or brick, the officer shall also post a notice of his attachment on the outer door, or other conspicuous place, of the building in which such property is situated.

G. S. 1875, 439.
Fire communicated by railway engine.

SEC. 1096. In all actions to recover for any injury occasioned by fire communicated by any railway locomotive engine in this State, the fact that such fire was so communicated shall be *prima facie* evidence of negligence on the part of the person or corporation who shall, at the time of such injury by fire, be in the use and occupation of such railroad, either as owner, lessee, or mortgagee, and of those who shall at such time have the care and management of such engine.

G. S. 1875, 459.
Levy on interest of one railroad company in road of another.

SEC. 1178. The levy of executions on the equitable right or interest which any railroad corporation may have in the whole, or any part of the real estate, right of way, or road bed of any other railroad corporation,

together with the income, rents, and profits which may be due, or coming due thereon, shall be by leaving a true and attested copy thereof with the treasurer, secretary, or clerk of said last-named corporation, with an attested certificate by the officer making such levy, that he levies upon such right or interest to satisfy such execution; and thereupon he shall post the same upon some sign-post in the town where such last-named corporation has its office or principal place of business in this State, and, as in cases of personal property, shall, at vendue, sell the same, together with such income, rents, and profits, or so much of them as shall be sufficient to satisfy said execution, and shall give to the purchaser a written conveyance of such right and interest, and shall also leave with such treasurer, secretary, or clerk, a true and attested copy of such execution, and of his return thereon; and the purchaser shall thereupon become entitled to said right and interest, and to all rents, profits, and income thereon, to which such debtor was entitled.

SECTION 1. No suit or action for damages on account of injury to any person not resulting in death, or for injury to the property of any person caused by negligence, shall be maintained against any municipal corporation, railway or street railway corporation, unless the same shall be brought within one year from the time when such injury occurred; *provided, however*, that suits on account of injury occurring prior to the time when this act takes effect may be brought within one year thereafter.

1897, ch. 189.
Limitation of
action against
certain corpora-
tions for in-
juries.

SEC. 2. No suit against any municipal corporation, railroad or street railway corporation for damages for the loss of any life, shall be brought by the executor or administrator of the deceased person except within one year from and after the death of such person.

For loss of life.

SEC. 3. Chapter XLV of the public acts of 1895 is hereby repealed.

Repeal.

SECTION 1. No suit or action for damages on account of injury to, or death of, any person, or injury to the property of any person, caused by negligence, shall be maintained against any electric, cable, horse, or steam railroad company, unless written notice of a claim therefor, giving a general description of such injury and the time, place, and cause of its occurrence, as nearly as the same can be ascertained, shall have

1897, ch. 197.
Notice of action
for damages
against railway
company.

been given to the defendant company within four months after the neglect complained of ; *provided*, such suit or action shall not have been commenced within said period of four months. Such notice may be given to the secretary or any agent or executive officer of the company.

Effect of this act.

SEC. 2. Notice for any claim for injury to the property of any person occurring prior to the time when this act takes effect may be given within four months thereafter.

Repeal.

SEC. 3. Chapter CLXXVI of the public acts of 1895 is hereby repealed.

G. S. 1875, 498,
§ 2.
Homicide, when
punished by
death.

SEC. 1400. Every person who shall commit murder in the first degree, or who shall cause the death of another by willfully placing any obstruction upon any railroad, or by loosening, taking up, or removing any part of the superstructure of such railroad, or by willfully burning any building or vessel, shall suffer death.

G. S. 1875, 498,
§ 5.
Railroad servants, liability
for causing loss
of life, etc.

SEC. 1403. Every servant of any railroad company, who shall in consequence of his intoxication, or any gross or willful misconduct or negligence, cause any loss of life, or the breaking of a limb, shall be imprisoned in the State prison not more than ten years.

G. S. 1875, 502,
§ 1.
Placing obstructions on railroads.

SEC. 1429. Every person who shall willfully place any obstruction upon any railroad, or who shall loosen, tear up, or remove any part of a railroad, shall be imprisoned in the State prison not more than ten years; and if he shall do the same with intent to throw any locomotive or cars from the track of such railroad, or to obstruct any car in motion, he shall be imprisoned in such prison not more than thirty years.

G. S. 1875, 502,
§ 2.
Displacement of
switches or injury to signals
on railroads.

SEC. 1431. Every person who shall willfully displace any switch upon any railroad, or injure or destroy any electric signal in use thereon, or any material or property appertaining thereto, or who shall interrupt the use of any wire, lever, pin, or battery, used to operate such signal or its connection therewith, shall be fined not more than one hundred dollars, and imprisoned in the State prison not more than ten years.

SECTION 1. Section 1471 of the general statutes is hereby amended so that the same shall read as follows: Every person who shall willfully throw or shoot any missile at any locomotive or railroad car, or street railway car, whereby the safety of any person is endangered, shall be fined not less than fifty nor more than five hundred dollars, or imprisoned not more than one year, or both.

G. S. 1875, 505, § 27.
1895, ch. 87.
Willful throwing or shooting at steam or street railway cars.

SECTION 1. Every person who willfully and unlawfully displaces, removes, cuts, injures, or destroys any wire, insulator, pole, dynamo, or motor attached, appertaining to, or connected with, any railroad or street railway operated by electricity, shall be fined not more than five hundred dollars, or imprisoned in a jail not more than one year, or both; or be imprisoned in the state prison not less than one year, nor more than three years.

1895, ch. 72.
Willful injury to electric railway appliances.

SEC. 2. This act shall take effect from its passage.

SECTION 1. Any person who has no contract, agreement, license, or permission, oral or written, with or from any person or corporation authorized to manufacture, sell, or use electricity for the purpose of light, heat, or power, or with or from any authorized agent of such person or corporation, for the use of the electric current belonging to any of said persons or corporations, who shall knowingly withdraw or cause to be withdrawn in any manner, and appropriate to himself such current from the wires of any of said persons or corporations for his own use, or for the use of any other person or corporation, shall be punished by a fine not exceeding fifty dollars, or by imprisonment in the county jail not more than ninety days, or both; and any person who shall knowingly assist such other person in such withdrawing and appropriating such current from such wires, to the use of such other person, or to the use of any other person or corporation, shall be punished by a fine not exceeding fifty dollars, or by imprisonment in the county jail not more than ninety days, or both.

1897, ch. 53.
Penalty for taking electric current without permission.

SEC. 2. Any person who has a contract, agreement, license, or permission, oral or written, with or from any person or corporation authorized to manufacture, sell, or use electricity for the purpose of light, heat, or power, or with or from any authorized agent of the same, for the use of the electric current belonging to any of said persons or corporations, for certain specified purposes,

Penalty for taking electric current for other purposes than those specified and contracted for.

who shall knowingly, willfully, and intentionally withdraw, or cause to be withdrawn in any manner, and appropriate to his own use, or to the use of any other person or corporation, such electric current, from the wires of any of said persons or corporations, for purposes other than those specified, shall be punished by a fine not exceeding fifty dollars, or by imprisonment in the county jail not more than ninety days, or both; and any such person to whom such electric current is furnished, from or by means of a meter, who shall willfully and with intent to cheat and defraud any of said persons or corporations, alter or interfere with such meter, or, by any contrivance whatsoever, withdraw or take off the electric current in any manner, except through such meter, shall be punished by a fine not exceeding fifty dollars, or by imprisonment in the county jail not more than ninety days, or both.

SEC. 3. This act shall take effect from its passage.

G. S. 1875, 505,
§ 28.
1895, ch. 87.
Willful injury
to cars or
engines.

SEC. 2. Section 1472 of the general statutes is hereby amended so that the same shall read as follows: Every person who shall willfully injure any engine or car used upon any railroad, or any car used upon any street railway, shall be fined not more than one hundred and fifty dollars, or imprisoned not more than one year, or both.

1895, ch. 213.
Penalty for
breaking into
railroad car for
criminal purpose.

Any person who shall at any time break and enter any railroad car, with intent to commit larceny or other crime, shall be punished by imprisonment in the state prison for a term not exceeding ten years.

G. S. 1875, 505,
§ 29.
Nuisance on
railroad tracks
or in depots.

SEC. 1473. Every person who shall cast, empty, or discharge, or permit to be cast, emptied, or discharged, any filth, rubbish, foul or offensive wash, or water, or the contents of any privy, vault, cesspool, or sewer, upon or into any railroad or railroad depot in any city, shall be fined not more than fifty dollars, half of which shall be paid, by order of court, to the person furnishing to the proper officer information that leads to a conviction.

SEC. 1474. Every person who shall commit any nuisance in or upon any railroad bridge shall be fined not more than seven dollars, or imprisoned not more than thirty days, or both.

G. S. 1875, 505,
§ 30.
Nuisances on
railroad bridges.

SEC. 3. Section 1517 of the general statutes is hereby amended so that the same shall read as follows: Every person who shall unlawfully, maliciously, and in violation of his duty or contract, unnecessarily stop, delay, or abandon any locomotive, car, or train of cars, or street railway car, or shall maliciously injure, hinder, or obstruct the use of any locomotive, car, or railroad, or street railway car, or street railway, shall be fined not more than one hundred dollars or imprisoned not more than six months.

1878, ch. 92.
1895, ch. 87.
Abandonment
or obstruction
of engines, cars,
etc.

SEC. 1544. No railroad company, in transporting animals, shall permit them to be confined in cars more than twenty-eight consecutive hours, except when transported in cars in which they have proper food, water, space, and opportunity for rest, without unloading them for food, water, and rest for at least five consecutive hours, unless prevented by storm or other accidental cause; and in estimating such confinement, the time during which the animals have been confined, without such rest, on connecting roads from which they are received, shall be included. Animals so unloaded shall be properly fed, watered, and sheltered during such rest by the owner or person having their custody, or, on his neglect, by the railroad company transporting them, at his expense; and such company shall, in such case, have a lien upon such animals for food, care, and custody furnished, and shall not be liable for any detention of them for such purpose; and any such company, owner, or custodian of such animals, who shall not comply with the provisions of this section, shall be fined not less than one hundred, nor more than five hundred dollars. The knowledge and acts of agents of, and of persons employed by such company, in regard to animals transported, owned, or employed by it, or in its custody, shall be held to be its acts and knowledge.

G. S. 1875, 514,
§ 15.
Transportation
of animals on
railroads.

SEC. 1573. Every person who shall enter upon, or cross a railroad at any private way which is closed by gates or bars, and shall neglect to securely close them,

1876, ch. 7.
Neglect to close
gates, bars, etc.
on railroads.

shall be fined not less than two, nor more than ten dollars, and shall be liable for any damage resulting therefrom.

G. S. 1875, 525,
§ 8.
1895, ch. 87.
Fraudulent eva-
sion of payment
of fare.

SEC. 4. Section 1591 of the general statutes is hereby amended so that the same shall read as follows: Every person who shall fraudulently evade, or attempt to evade, the payment of any fare, lawfully established by any steamboat company located in this state, or by any railroad company, or by any street railway company, shall be fined not less than five nor more than twenty dollars.

G. S. 1875, 532.
§§ 3, 7.
1886, ch. 52.
Who may prose-
cute in *quittam*
suits.

SEC. 1611. When a fine, penalty, or forfeiture is imposed by any statute, as a punishment for any offense, and any part thereof is given to the person aggrieved, or to him who shall sue therefor, and the other part to the State, county, or town, all proper informing officers shall make presentment of such offense to the court having cognizance thereof; and the whole of such fine, penalty, or forfeiture shall, in such case, belong to the State, county, or town, as the case may be. All persons arrested for offenses committed upon cars or steamboats may be prosecuted before any court, in the same manner as if such offenses had been committed in the town in which such court is held.

G. S. 1875, 279,
§ 11.
Proxies.

SEC. 1927. No person shall vote at any meeting of the stockholders of any bank or railroad company, by virtue of any power of attorney not executed within one year next preceding such meeting; and no such power shall be used at more than one annual meeting of such corporation.

1880, ch. 58.
Proceeds from
sale of land to
public, how
kept for owner.

SEC. 1988. When land shall be taken for railroad purposes, or for any other use public in its character, and the amount found due by the court as damages for taking said land shall be deposited with a county treasurer for the use of the owner of the land so taken, and if such deposit shall not be claimed and taken by the owner thereof for the term of three years from the time such deposit is made, it shall be the duty of the county treasurer to pay such deposit to the treasurer of the State, to be by him kept for the persons owning the same, their heirs and assigns; and such payment shall be a discharge to said county treasurer of any liability for such deposit.

SEC. 2002. Sheriffs, deputy sheriffs, constables, bor-
ough bailiffs, police officers, special protectors of
fish and game, and railroad and steamboat police,
in their respective precincts, shall arrest, without
previous complaint and warrant, any person for any
offense in their jurisdiction, when the offender shall be
taken or apprehended in the act, or on the speedy in-
formation of others; and all persons so arrested shall
be immediately presented before proper authority.

G. S. 1875, 34,
§ 3.
Officer may ar-
rest without
warrant, when.

SEC. 2557. Every person who shall play at any game,
for any valuable thing, or shall solicit another to do the
same, upon any public conveyance, and every person
who shall win or lose any valuable thing by so playing,
or betting on such play, or by sharing in any stake or
wager of others who so bet or play, shall be fined not
more than two hundred dollars, and imprisoned not less
than one, nor more than six months.

G. S. 1875, 517,
§ 11.
Gaming on pub-
lic conveyances.

SEC. 2671. The bottom timbers of all bridges, here-
after constructed over any railroad track, shall not be
less than eighteen feet above the rails, unless the rail-
road commissioners require a less height and prescribe
the same in writing.

G. S. 1875, 232,
§ 8.
Location of
timbers in
bridges over
railroad tracks.

SECTION 1. Every railroad company, after its line
of road shall have been located, approved, and estab-
lished, may alter the grades of its lines, and may raise
any highway bridges that pass over the tracks to such
height as may be approved by the railroad commis-
sioners, upon application made to them for such ap-
proval, and may change the grade of the approaches
to such bridges so as to conform to the change in the
height of the bridges; but no railroad company may,
under the provisions of this act, raise the grade of its
tracks so as to lessen the height of an existing bridge
over its tracks, without the approval of the railroad
commissioners.

1893, ch. 264.
Grade of rail-
roads and height
of bridges, how
changed.

SEC. 2. Damages accruing to any adjoining proprie-
tor on account of any change of grade on the high-
ways which are approaches to any railroad bridge,
raised under the provisions of this act, shall be assessed
and paid by the railroad companies in accordance with
the provisions of Chapter CCXX of the public acts of
1889.

Amount of
damages.

SEC. 3. This act shall take effect upon its passage.

1883, ch. 105.
Persons injured
on defective
highways may
recover dam-
ages.

Notice of injury
how given.

1 Root, 270, 448.

2 Root, 436.

7 Conn., 86.

17 Conn., 475.

18 Conn., 32.

30 Conn., 12, 35,
543.

36 Conn., 320.

34 Conn., 136.

35 Conn., 314.

37 Conn., 414,

298, 618.

39 Conn., 222,

376.

40 Conn., 205,

238, 456.

SEC. 2673. Any person injured in person or property by means of a defective road or bridge may recover damages from the party bound to keep it in repair; but no action for any such injury shall be maintained against any town, city, corporation, or borough, unless written notice of such injury, and the nature and cause thereof, and of the time and place of its occurrence shall, within sixty days thereafter, or if such defect consist of snow or ice, or both, within fifteen days thereafter, be given to a selectman of such town or to the clerk of such city, corporation, or borough; and when the injury is caused by a structure legally placed on such road by a railroad company, it, and not the party bound to keep the road in repair, shall be liable therefor.

42 Conn., 294. 43 Conn., 36, 562. 44 Conn., 117. 46 Conn., 56, 263. 47 Conn., 59, 461. 48 Conn., 460. 49 Conn., 134. 51 Conn., 405. 50 Conn., 496, 579. 53 Conn., 212. 54 Conn., 9, 574.

1893, ch. 250.

Highways not
to be obstructed
by railroad
trains.

SEC. 2692. Section 2692 of the general statutes is hereby amended to read as follows: Any person traveling upon any public street or highway which is crossed by a railroad, who shall be obstructed or prevented from crossing such railroad for a longer time than five minutes, by reason of trains, cars, or locomotives standing upon or across such street or highway, may recover ten dollars and costs from the corporation owning or operating said railroad; *provided*, suit is brought within thirty days after the date of such obstruction.

1881, ch. 135.

Highways in
cities not to be
obstructed by
railroad trains.

SEC. 2693. When any railroad crosses a highway in any city at grade within two hundred feet of a covered bridge on said highway, such highway shall not be obstructed by the making up of railroad trains, nor by allowing any train, car, or locomotive to stand on or across said highway for more than three minutes at one time; and whenever such highway has been once so used or occupied, or whenever a locomotive or train has passed entirely over it, said highway shall not again be so used or occupied or crossed by locomotive or cars, until a sufficient time has been allowed to enable all teams which are ready and waiting for the purpose to cross the tracks of said railroad. Any servant, agent, or employé of any railroad corporation willfully violating any provision of this section, shall be fined not more than seven dollars, or imprisoned not more than thirty days, or both.

1878, ch. 134.

Highways laid
out within one
hundred yards
of railroad

SEC. 2700. No highway which does not cross a railroad track shall be laid out or opened to the public within one hundred yards of any railroad track, unless

the layout has been approved by a judge of the superior court, after notice to all parties in interest, and his written approval lodged in the office of the town clerk of the town in which the proposed highway is situated. No judge shall approve any such layout unless he finds the public convenience and necessity require such highway to be within such distance, and upon such approval the judge may require any town opening a highway to the public within such distance to erect and maintain such a fence between such highway and the railroad track as in their opinion the safety of the public may require.

Whenever a railroad company shall have acquired the right to take any part of a public highway or a private way, it shall, before taking possession of the same, apply to some judge of the superior court, as provided in section 3464 of the general statutes, for the appointment of appraisers to ascertain all damages that may arise to any person in consequence of the taking and occupation of the highway or private way. The appraisers, so appointed, shall be sworn, and shall give notice of the time and place of their meeting by posting on the sign-posts of the town where the highway or private way is situated, and also by advertising once a week for four consecutive weeks in a newspaper published in said town, and if no newspaper is published in said town, then in a newspaper published in the county. They shall also give reasonable notice, in writing, to the persons owning the land occupied by the highway or private way, and taken for such railroad purposes. At the meeting of the appraisers, any person claiming that he will be damaged by the taking and occupation of such highway or private way shall be heard, whether he is the owner of the land or not; and the appraisers shall award such damages as may seem to them to be just and reasonable. Further proceedings in connection with the condemnation of land shall be as prescribed by section 3464 of the general statutes.

Sec. 2712. The superior court of the county in which is any highway, or any portion thereof, taken by any other than a horse railroad company for railroad purposes, but not in a city or borough which has control of its highways, nor constructed since such railroad, may, upon the petition of any party interested, served upon said company as other civil process, appoint a committee of three to inquire whether such highway or portion thereof is unsafe for travel by reason of such railroad,

track and not crossing same to be approved by judge of superior court. §

1889, ch. 170. § Proceedings on condemnation of public or private way by railroad company.

G. S. 1875, 237, § 36. When portion of highway taken by railroad company leaves remainder unsafe, superior court may order change, etc.

or whether any alteration of such highway or the construction of a new highway is thereby rendered necessary for the public safety and convenience ; and such committee shall hear said parties and report their opinion thereon to said court, which may make any proper order in the premises ; and if it shall order any such alteration or construction, and said company shall refuse to comply with such order, said town shall alter or construct such highway and may recover the expense thereof from said company.

1875, ch. 14.
Deeds of railroad companies

SEC. 2959. Whenever any railroad company shall make and properly execute a deed in fee simple of any lands, which said company has derived by purchase, said deed shall effectually convey the title to said lands, to the absolute use of the grantee.

G. S. 1875, 355,
§ 20.
Right to land within limits of railroad or canal not gained by possession.

SEC. 2971. If the owner or occupant of any land adjoining any railroad or canal has, since the tenth day of June, one thousand eight hundred and thirty-one, taken, or shall take, into his enclosure any part of the land belonging to said railroad or canal, as located and established, or since that time has erected, or shall erect, any building upon any such land, no adverse possession of the land so enclosed or built upon shall confer any title thereto.

G. S. 1875, 361,
§ 13.
Lien on railroad for services or materials furnished for its construction.
41 Conn., 454.

SEC. 3022. Every railroad, for the construction of which, or of any of its appurtenances, any person shall have a claim for materials furnished or services rendered, under any contract with or approved by the corporation owning or managing such railroad, shall, with its real estate, right of way, material, equipment, rolling stock, and franchise, be subject to the payment of such claim ; and said claim shall be a lien on said railroad, railroad property, and franchise, and the manner of asserting and perfecting such lien, by notice, certificate, and foreclosure, shall be in all respects in accordance with the provisions of the four preceding sections ; except that the certificates of the lien and of its discharge shall be filed in the office of the Secretary of the State, who shall record them in a book kept for that purpose.

Title LXVI.

RAILROADS.

CHAPTER	CCX.	Railroad Commissioners.
CHAPTER	CCXI.	Additional Protection to Bridges, Trestles, and Pilings.
CHAPTER	CCXII.	Organization.
CHAPTER	CCXIII.	Steam Railroads.
CHAPTER	CCXIV.	Location and Construction.
CHAPTER	CCXV.	Railroad Bridges and Bridge Guards.
CHAPTER	CCXVI.	Depots.
CHAPTER	CCXVII.	Obligations of and to Companies.
CHAPTER	CCXVIII.	Bonds and Mortgages.
CHAPTER	CCXIX.	Miscellaneous Provisions.
CHAPTER	CCXX.	Returns.
CHAPTER	CCXXI.	Connecticut Central Railroad.
CHAPTER	CCXXII.	Horse Railroads.
CHAPTER	CCXXIII.	General Penalty.

Chapter CCX.

RAILROAD COMMISSIONERS.

SECTION.	SECTION.
3413. Appointment and term of office; General Assembly to fill vacancies, when.	3420. To give notice before approving layout.
3414. Composition of board.	3421. To certify that road is safe before it is opened.
3415. Vacancies filled by Governor, when.	3422. To examine roads, how often.
3416. Office and clerk.	3423. General duties.
3417. Records, and employment of experts.	3424. May order gates, flagmen, and signals.
3418. Salaries and contingent expenses, how paid.	3425. Appeal; power of the superior court upon appeal.
3419. Commissioners to pass free on railroads.	3426. May make recommendations.

Sec. 3413. There shall be three railroad commissioners. The Governor shall, within sixty days from the organization of the General Assembly at its regular session in 1889 and within sixty days from the organization of said assembly, at its regular session quadrennially thereafter, nominate, and with the advice and consent of the Senate shall appoint, two railroad commissioners, and shall within sixty days from the organization of the General Assembly at its regular session in 1891, and within sixty days from the organization of said assembly at its regular sessions quadrennially thereafter, nominate, and with the advice and consent of the Senate shall appoint one railroad commissioner. The commissioners so appointed shall hold their respective offices for four years from the first day of July next succeeding their respective appointments. The Senate shall act on all nominations of the Governor within ten days after they are made. If the Governor shall fail to nominate, within the sixty days herein prescribed, a person or persons for railroad commissioner or commissioners who shall be confirmed by the Senate, the General Assembly shall fill the vacancy which would otherwise occur.

1837, ch. 5, § 37.
Appointment
and term of
Railroad Com-
missioners.

General Assem-
bly shall fill va-
cancies, when.
43 Conn., 351.

1877, ch. 144.
Composition of
board.
43 Conn., 351.

SEC. 3414. One of the railroad commissioners shall be a lawyer in good standing in his profession, and of at least ten years' practice. One of said railroad commissioners shall be a capable and experienced civil engineer, of at least ten years' practice in his said business of civil engineer; and the other of said railroad commissioners shall be a good practical business man, and they shall be and constitute the board of railroad commissioners.

1877, ch. 144.
Vacancies filled
by Governor,
when.

SEC. 3415. If any vacancy occurs in said board of railroad commissioners at a time when the General Assembly is not in session, the Governor shall appoint a railroad commissioner to fill such vacancy until the rising of the next session of the General Assembly; and all other vacancies shall be filled for the remainder of their respective terms in the manner provided by section 3413; and no stockholder or agent of any railroad company shall be a commissioner.

1877, ch. 144.
Office and clerk.

SEC. 3416. The board shall appoint a clerk and have an office in Hartford where its records shall be preserved, which shall be kept open during the usual business hours. If the Comptroller does not furnish said board a proper office, it may hire one at an annual rent not exceeding five hundred dollars.

1877, ch. 144.
Records, and
employment of
experts.

SEC. 3417. The railroad commissioners shall keep a record of all communications addressed to them officially, of all their official acts and proceedings, and of all facts learned in relation to any casualty, with the names of the persons from whom they were derived, or by whom they may be proved, may employ experts or other agents when necessary, and shall have the powers and be subject to the duties hereinafter specified.

1877, ch. 144.
1878, ch. 50.
Salaries and
contingent ex-
penses.

SEC. 3418. The office expenses and salaries of the board shall be paid monthly from the treasury, and in July in each year the whole amount so paid during the year ending the fourth day of July shall be apportioned by the Comptroller among the several railroad companies in proportion to the length of the main track or tracks of their respective railroads in this State, and each company and the trustees, assignees, lessees, or other parties operating any such railroad shall pay the Treasurer their proportion of such amount.

G. S. 1875, 319,
§ 8.
To pass free on
railroads.

SEC. 3419. The railroad commissioners shall have the right to pass free of charge in the performance of their duties, on all railroads in the State, and to take with them any person in their official employment.

G. S. 1875, 319,
§ 9.

SEC. 3420. Before the railroad commissioners shall approve the laying out of any railroad, or the taking of

any real estate for the purposes of said road, or any change or alteration of the same, they shall give reasonable notice to all persons having an interest in such estate to attend and be heard; and the appraisers shall cause a like notice to be given to all persons interested in the real estate taken or proposed to be taken; and if any such person resides out of this State, or is a *feme covert*, infant, or *cestui que trust*, or *non compos mentis*, any judge of the superior court may prescribe the notice to be given to such person.

SEC. 3421. No part of any railroad shall be opened for public travel unless the railroad company shall first obtain a certificate signed by the railroad commissioners, that such road is in a suitable and safe condition.

To give notice before approval of layout, etc.

G. S. 1875, 320, § 10.
To certify that road is safe before it is opened.

SEC. 3422. The railroad commissioners shall, at least twice in each year, examine the several railroads in the State, and shall make a like examination of any railroad within the limits of any town, when thereto requested in writing by the selectmen, and shall see that the same are kept in suitable repair, and that the railroad companies faithfully comply with all provisions of law.

G. S. 1875, 320, § 11.
To examine railroads at least twice a year.

SEC. 3423. Said commissioners shall cause such portion of the laws relating to railroads as they deem proper to be posted as they shall direct; and may at any time, and on the complaint in writing of five of the stockholders or creditors of any railroad company assigning sufficient reason, shall examine its railroad and all its appurtenances, engine and cars, and its by-laws and rules, and in such examinations shall pass over the road at a rate not exceeding six miles an hour, and shall stop at each culvert, bridge, and piling, and examine the same, and shall examine the rails and ties in every mile, notifying the company in writing of the time of such examinations, and shall notify the company to make all repairs required within a time limited; shall make such rules as to platforms and out-buildings at stations as are for the public interest; may prescribe the time during which any ticket office shall be open for the sale of tickets; and no company neglecting such order shall receive more than the regular ticket price for fare; shall make necessary orders for compelling companies to furnish comfortable seats for passengers, and for regulating the manner in which companies shall manage their engines and cars at highway crossings; shall direct that suitable warning boards be put up at dangerous crossings; may require companies to maintain a gate across a highway at any crossing, and to provide an agent to open or close

G. S. 1875, 320, § 12.
General duties.

the same; shall, when two roads meet or intersect, at the request of the directors of the company owning either, prescribe rules relative to the exchange of passengers and luggage; and shall cause printed copies of sections 3550, 3551, and 3552 to be kept posted up at all railroad stations.

1884, ch. 59.
May order
gates, flagmen,
and signals.

SEC. 3424. The railroad commissioners, when requested in writing by the selectmen of any town, the mayor and common council of any city, or the warden and burgesses of any borough (in cases where the borough has charge of the highways within the same), to order a gate or electric signal to be erected, or a flagman to be stationed at any railroad crossing within their respective towns, cities, or boroughs, shall visit such place, first giving the authorities making such request reasonable notice thereof, and if the public safety requires it, shall order the company operating said railroad to maintain a gate or electric signal, or to keep a flagman at said place, or to do any other act at said place needful for the protection of the public, and may specify when said gate shall be opened and closed, or when flagmen shall be on duty, and may change any such order when they deem it necessary, first visiting the town, city, or borough in which said crossing is located, and there giving the authorities thereof an opportunity to be heard thereon; and if any railroad company shall neglect to station flagmen, or maintain gates or electric signals as ordered by said commissioners, or shall neglect to comply with any order of said commissioners provided for by this section, it shall forfeit to the State fifty dollars for each day of such neglect.

Penalty for neglect.

1883, ch. 115.
Appeals.

SEC. 3425. When the railroad commissioners, on application as provided in the preceding section, shall make an order as provided therein, or refuse to make the same, their decision shall be communicated to the parties in interest within thirty days from the final hearing on the same, and either party aggrieved by such decision may appeal therefrom to the superior court, in the manner and with like effect as provided for appeals in section 3518, and in all cases in which on an appeal, as aforesaid, an order shall be passed by the superior court, said court may at any time upon the application of either party, with due notice to adverse parties, annul or vary such order; *provided*, that said court shall find that there has been a change of circumstances surrounding said crossing.

1889, chap. 216.

G. S. 1875, 320,
§ 14.

SEC. 3426. The railroad commissioners shall, from

time to time, recommend in writing to the several railroad companies, or any of them, the adoption of such measures and regulations as such commissioners deem conducive to the public safety and interest; and shall report any neglect to adopt such recommendations to the next General Assembly.

May make recommendation.

Chapter CCXI.

ADDITIONAL PROTECTION TO BRIDGES, TRETTLES, AND PILINGS.

SECTION.

3427. Commissioners may order guard-rails on railroad bridges.
3428. Penalty.
3429. May apply for injunction against any company, when.

SECTION.

3430. Power to examine witnesses; penalty for resisting.
3431. Fees of witnesses.
3432. Report to General Assembly.

SEC. 3427. When the railroad commissioners shall deem it necessary for the safety of persons traveling upon any railroad in this State that guard rails or any other appliances to secure safety should be placed upon any bridge belonging to such railroad, said commissioners may order the company owning or operating such railroad to place such additional guards upon said bridge as they may deem necessary and proper to accomplish the object aforesaid.

1878, ch. 96.
Commissioners may order guard-rails on railroad bridges.

SEC. 3428. Any railroad company which shall neglect or refuse to comply with any such order, shall forfeit to the treasurer of the State twenty-five dollars for each day of such neglect or refusal.

1878, ch. 96.
Penalty for non-compliance.

SECTION 1. Wherever the track or tracks of any electric railway company shall cross any bridge or causeway, the railroad commissioners shall have the same powers with reference to the placing of guard-rails thereon as are provided in sections 3427 and 3428 of the general statutes for the placing of guard-rails on the bridges of steam railroads.

1895, ch. 221.
Railroad commissioners may order guard rails on street railways.

SEC. 2. Whenever the railroad commissioners shall deem it necessary for public safety that fenders should be placed upon the cars operated upon any street railway in this state, they shall have the same powers with reference to the placing of such fenders thereon as are provided in section one of this act with reference to guard rails upon bridges, first giving the company operating such car or cars notice to appear and be heard thereon, and may, from time to time, on reason-

And may also order fenders upon street railway cars.

able notice to such street railway company to be heard thereon, modify or revoke any orders made in reference thereto, and shall have sole and exclusive jurisdiction with respect to ordering such fenders upon any street railway car or cars; but nothing in this act shall be so construed as to prevent any street railway company from placing fenders upon its cars or any of them without the order of such commissioners, if such street railway company shall deem it advisable for the purposes of public safety.

SEC. 3. All acts and parts of acts, resolutions, and by-laws inconsistent with this act are hereby repealed.

SEC. 4. This act shall take effect upon its passage.

1897, ch. 241.
Railroad com-
missioners may
direct that plat-
forms of cars be
enclosed.

SECTION 1. Whenever the railroad commissioners deem it needful in the interests of the public or employes thereon concerned, that the platforms of any or all of the cars operated upon any street railway in this state should be protected by gates or vestibules more or less enclosed, said commissioners may order the company operating such car or cars to enclose the platforms thereon with gates or vestibules, or both, of the kind and in such manner as they may deem necessary and proper for the protection of said interests, first giving such company reasonable notice to appear and be heard thereon, and may from time to time similarly modify or revoke any such order; and said commissioners shall have sole and exclusive jurisdiction with respect to requiring that the platforms of any street railway car or cars be protected or enclosed by gates or vestibules.

Penalty.

SEC. 2. Any company operating such car or cars which shall neglect or refuse to comply with any such order shall forfeit to the treasurer of the state twenty-five dollars for each day of such neglect or refusal.

SEC. 3. All acts and parts of acts inconsistent herewith are hereby repealed.

SEC. 4. This act shall take effect upon its passage.

G. S. 1875, 321,
§ 15.
May apply for
injunction
against corpora-
tion, when.

SEC. 3429. If, upon examination of any railroad, or the affairs of any railroad company, the commissioners shall be of the opinion that such road is in such condition, or that its affairs are so conducted as to endanger the safety of the public, or that the company has violated the law, or refused to obey the directions of said commissioners or of any judge of the superior court, made pursuant to the powers given in this title, they may within one year after said examination make application to any judge of the superior court for an injunction to

restrain any person from exercising or attempting to exercise the duties of any officer in such company; and said judge may proceed thereon as the superior court may do on complaints for an injunction.

SEC. 3430. The railroad commissioners may summon and examine under oath such witnesses as they may think proper in relation to the affairs of any railroad company; and whoever shall refuse, without justifiable cause, to appear and testify, or who shall in any way obstruct any railroad commissioner in the discharge of his duty, shall be fined not more than one thousand dollars, or imprisoned not more than one year, or both.

SEC. 3431. The fees of witnesses summoned by the railroad commissioners to appear before them under the provisions of the preceding section, and the fees for summoning such witnesses, shall be taxed by the commissioners and paid by the Treasurer of the State upon the order of the Comptroller.

SEC. 3432. The railroad commissioners shall make a report of the general conduct and condition of all railroads, and of any violation of law by any of them, to each General Assembly not later than the fourth week of its session, with such suggestions for legislation as they may deem proper.

Chapter CCXII.

ORGANIZATION.

SECTION.

3433. General railroad law.
3434. Articles of association.
3435. Capital stock; name.
3436. Engineer's report; affidavit by directors.
3437. Subscriptions to stock.
3438. Corporate powers.
3439. Obtaining right of way.
3440. Limitation of time for commencing and completing road.
3441. Crossing of navigable waters.
2668. Bridges across navigable streams to have draws.
3442. Other companies prohibited from holding stock.
3443. Companies may consolidate; proviso as to outstanding bonds and competing lines.

SECTION.

3444. Consolidation, how effected.
3445. Agreement to be ratified by stockholders.
3446. Powers of consolidated company.
3447. Issue of bonds.
3448. Such issue regulated.
3449. Where to sue or be sued.
3450. Proceedings for permission to increase capital stock.
3451. Finding, report, and recommendation by commissioners.
3452. Capital stock not to be increased without special authority.
3453. Limitation of preceding provisions.

SEC. 3433. Any number of persons not less than twenty-five may form a company for the purpose of constructing, maintaining, and operating a railroad for public use in the conveyance of persons and property.

G. S. 1875, 315,
§ 2.
Articles of asso-
ciation.

SEC. 3434. The persons forming such railroad company shall make and sign articles of association, in which shall be stated : first, the name of the company ; second, the place where its principal office or place of business is located, which shall be and continue in this State; third, the places from and to which and the names of all the towns through and into which it is proposed to construct, maintain, and operate said road; fourth, the length of said railroad, as nearly as may be, and the amount of capital stock of the company, which shall not be less than ten thousand dollars for every mile of road proposed to be constructed; fifth, the names and residences of not less than nine directors of said company, who shall be chosen by the persons subscribing said articles of association, and a majority of whom shall always be residents of this State, and who shall manage its affairs for one year; but the amount of the funded and floating debt of any such corporation shall at no time exceed the amount of cash actually paid in upon its capital stock.

G. S. 1875, 316,
§ 3.
Capital stock.
Name.

SEC. 3435. The capital stock of said company shall be divided into shares of one hundred dollars each, and each subscriber to such articles of association shall subscribe thereto his name, residence, and the number of shares he agrees to take in such company; and on compliance with the provisions of the succeeding sections of this chapter, such articles of association may be filed in the office of the Secretary of the State, who shall endorse thereon the day they are filed, and record them; and thereupon the persons who have subscribed such articles, together with all persons who shall become stockholders of such company, shall be a corporation by the name specified in such articles.

G. S. 1875, 316,
§ 4.
Engineer's re-
port to accom-
pany the
articles of
association.

SEC. 3436. Such articles of association shall not be filed and recorded unless they are accompanied by the report, under oath, of a skillful engineer, founded on an actual examination of the route, showing the character and structure of the proposed road-bed, with its indications of rock or earth cuttings; the manner in which it is proposed to construct said railroad; the general profile of the surface of the country through which it is proposed to be made; the feasibility of the route and an estimate of the probable expense of constructing the same; a copy of which report shall be kept on file in the office of the Secretary of the State; nor shall such articles of association be filed and recorded until at least five thousand dollars of stock for every mile of railroad proposed to be made is subscribed thereto, and ten per

cent. of such subscription paid in cash to the directors named in said articles, nor unless there is annexed thereto an affidavit made by at least three of said directors, that the amount of stock required by this section has been in good faith subscribed, and ten per cent. in cash paid thereon as aforesaid, and that it is intended in good faith to construct the road named in such articles; and a copy of any articles of association filed and recorded as aforesaid, or of the record thereof, certified by the Secretary of the State, shall be *prima facie* evidence of the due formation, existence, and capacity of said corporation.

Affidavit by directors.

SEC. 3437. When such articles of association are recorded in the office of the Secretary of the State, the directors may, in case the whole of the capital stock is not subscribed, open books of subscription to the same in such places and on such notice as they may deem expedient, and may continue to receive subscriptions until the whole of the capital stock is subscribed; and no subscription shall be received or taken without such payment of ten per cent.; but such company shall not commence the construction of its road until at least ten thousand dollars a mile is subscribed to the capital stock thereof by responsible persons.

G. S. 1875, 316, § 5. Subscriptions to the capital stock.

SEC. 3438. Every railroad company may hold such real estate as may be convenient for accomplishing the objects of its organization; may by its agents enter upon such places as may be designated by its directors, for the purpose of making surveys and determining the line whereon to construct said railroad; and may construct, equip, and maintain a railway, with one or more tracks, over the route specified in its charter or articles of association, and transport persons or property thereon by any power.

G. S. 1875, 317, § 6. Powers of the company.

SEC. 3439. No land shall be taken except as hereafter in this chapter provided, without the consent of its owner, except within two years after the approval of the location of the route by the railroad commissioners; and when the lands of any *feme covert*, infant, *cestui que trust*, or person *non compos mentis*, shall be necessary for the construction of any railroad, said lands may be taken on giving notice to the husband of such *feme covert*, the trustee of any such *cestui que trust*, the guardian, either natural or appointed, of such infant, and the conservator of such person *non compos mentis*, who may respectively release all damages for lands, so taken, as fully as if the same were holden in their own right.

G. S. 1875, 317, § 7. 1882, ch. 140. Right of way to be obtained within two years.

Trustees, guardians, etc., may release.

1882, ch. 140.
Limitation of
time for com-
mencing and
completing
road.

SEC. 3440. If any railroad company formed under the provisions of this chapter shall not, within two years after its articles of association are filed and recorded in the office of the Secretary of the State, commence the construction of its road, and expend thereon ten per cent of the amount of its subscribed capital, or shall not finish or put in operation its railroad within five years from the time of filing and recording its articles of association as aforesaid, its corporate existence and powers shall cease; *provided*, that the railroad commissioners shall extend the time for the commencement of such railroad and expending ten per cent. and for taking lands, for a period or periods not exceeding, in the whole, two years beyond the time of two years hereinbefore referred to, if said railroad company has been prevented by litigation, or by the opposition of any party, from complying with the provisions of this section.

1882, ch. 140.
Crossing of nav-
igable waters.

SEC. 3441. Any railroad company organized under the provisions of this chapter may construct its railroad across navigable waters, when said railroad company shall have filed in the office of the Secretary of the State a sworn statement of a competent engineer, approved by the railroad commissioners and the president and treasurer of said railroad company, that there has been expended in the construction of their railroad in this State a sum equal to ten thousand dollars for each mile of their said railroad within this State between either terminal point in the location of said road and the proposed location of said bridge; *provided*, that no bridge shall be constructed across any river or harbor nearer the sea than some existing bridge across such river or harbor; and *provided*, that all such bridges shall be constructed in such manner, and of such materials and with draws of such width for the passage of vessels, as the railroad commissioners shall authorize and direct; but nothing herein shall be construed to authorize any railroad company to construct or use a bridge for any but railroad purposes.

1881, ch. 151.
Bridges across
navigable
streams to have
a draw.

SEC. 2668. No bridge without a draw shall be built or maintained across any water navigated by open-deck vessels for business purposes, whose passage would be impeded thereby. . . .

1882, ch. 140.
Other compa-
nies prohibited
from holding
stock of com-
pany establish-
ed under these
provisions.

SEC. 3442. No other railroad company shall subscribe for, take, or hold any stock or bonds of any railroad company established under the provisions of this chapter, either directly or indirectly, unless specially authorized by the General Assembly.

SECTION 1. In case any railroad company acting under the authority of the laws of this state shall have acquired more than three-fourths of the capital stock of any steamboat company, ferry company, bridge company, wharf company, or railroad company, and cannot agree with the holders of outstanding stock for the purchase of the same, upon a finding by a judge of the superior court that such purchase will be for public interest, it may cause such outstanding stock to be appraised in the manner provided by section 3464 of the general statutes; and when said appraisement shall have been paid or deposited as provided in said section, the stockholder or stockholders whose share or shares shall have been so appraised shall cease to have any interest therein, and shall, on demand made, surrender said stock and all certificates thereof to the corporation applying for such appraisal, and upon the deposit of said appraisal said certificates shall be deemed to be canceled.

1895, ch. 232.
Railroad company may acquire stock of steamboat, ferry, bridge, or wharf company, or other railroad company.

SEC. 2. Any person holding a minority of the shares of stock in any company described in section one of this act may, if he cannot agree with the corporation owning three-fourths of such stock, for the purchase of his shares, cause the same to be appraised in the manner provided by section one of this act; and an appraisement having been made and recorded in the office of the clerk of the superior court of any county where such railroad company operates a railroad, shall operate as a judgment against such company and in favor of the holder of such stock, and at the end of sixty days, unless such judgment is paid, execution may be issued.

Appraisal of stock when parties cannot agree.

SEC. 3. This act shall take effect from its passage.

SEC. 3443. Any railroad company incorporated under the laws of this State for the purpose of building and operating a railroad within this State, extending to or beyond the boundary line of this State, may consolidate its capital stock, franchises, and property with the capital stock, franchises, and property of any other incorporated railroad company, whose line of railroad, built or to be built, is situated wholly outside this State, whenever the railroads of the companies thus consolidating form one continuous line of railroad from some point in this State to some point in an adjoining State; *provided*, that no companies shall thus consolidate if, at the time of their consolidation, the aggregate outstanding bonds of the companies proposing so to consolidate exceed one-half

1883, ch. 79.
Railroad companies may consolidate. Proviso as to outstanding bonds, and as to competing lines.

of what has been actually expended upon the railroads of such consolidating companies, the amount of said outstanding bonds to be ascertained as follows: the same to be certified to the Comptroller in the case of each company by the written statement, under oath, of the president and treasurer of said company, and of an engineer approved by the railroad commissioners of this State; and false swearing in the matter shall be perjury; and provided, that no railroad companies shall be consolidated under this provision, whose railroads, built or to be built, run on parallel or competing lines.

1883, ch. 79.
Consolidation,
how effected.

SEC. 3444. Such consolidation shall be made as follows: The directors of the companies proposing to consolidate may enter into a joint agreement, under the corporate seal of each company, for the consolidation of said companies and railroads, and prescribing the terms and conditions thereof, the mode of carrying the same into effect, the name of the new company, the number and names of the directors and other officers thereof, and who shall be the first directors and officers, and their places of residence, the number of shares of the capital stock, the amount or par value of each share, and the manner of converting the capital stock of each of said companies into that of the new corporation, and how and when directors and officers shall be chosen, with such other details as they shall deem necessary to perfect such new organization and the consolidation of said companies or railroad. But in no case shall the capital stock of the company formed by such consolidation exceed the sum of the capital stock of the companies so consolidated, at the par value thereof, nor shall any bonds or other evidences of debt be issued for a consideration for, or in connection with, such consolidation.

1883, ch. 79.
Agreement to
be ratified by
stockholders.

SEC. 3445. Said agreement shall be submitted to the stockholders of each of said companies at a special meeting thereof, called separately for the purpose of taking the same into consideration; due notice of the time and place of holding said meeting and the object thereof shall be given by each company to its stockholders by written or printed notices addressed to each of the persons in whose names the capital stock of such company stands on the books thereof, and delivered to such persons respectively or sent to them by mail, when their post office address is known to the company, at least thirty days before the time of holding such meeting, and also by a general notice published daily for at least four weeks in some newspaper printed in the city,

town, or county where such company has its principal office or place of business; and at the said meeting of the stockholders the agreement of the said directors shall be considered and a vote by ballot taken for the adoption or rejection of the same, each share entitling the holder thereof to one vote, and said ballot shall be cast in person or by proxy, and if two-thirds of all the votes of all the stockholders shall be for the adoption of said agreement, then that fact shall be certified thereon by the secretaries of the respective companies under the seals thereof, and the agreements so adopted, or a certified copy thereof, shall be filed in the office of the Secretary of the State, and shall thereafter be deemed and taken to be the agreement and act of consolidation of the said companies; and a copy of the said agreement and act of consolidation, duly certified by the Secretary of the State under his official seal, shall be evidence in all courts and places of the existence of said new company, and that the provisions of this and the two preceding sections have been fully observed and complied with.

SEC. 3446. Said consolidated company, when so formed, shall have and enjoy all the rights, franchises, property, and privileges which at the time of their consolidation were severally had or enjoyed by said constituent companies, subject to the provision that the consolidation permitted by this chapter shall not confer upon any railroad company any power or privilege not given by the laws of this State to all railroad companies organized under this chapter; and said consolidated company shall be subject as respects the construction, maintenance, operation, and taxation of that portion of its road built or to be built in each State, to the laws of such State as fully as if no consolidation had been made; nor shall the right of any creditor of any company thus consolidated be affected by such consolidation.

SEC. 3447. Said consolidated company may issue bonds, and secure the same by a mortgage of its entire franchises and property, both within and without this State, existing or to be acquired, or any part thereof, to one or more trustees, to be nominated by said company and approved by the Governor of this State; and said mortgage may provide for a foreclosure or sale of the entire road and franchises in both States, in case of a default upon the bonds, by judgment or decree of a court of competent jurisdiction in this State.

SEC. 3448. The provisions of section 3570 shall apply to the bonds and mortgage authorized by the preceding section.

1883, ch. 79.
Powers of consolidated company.

1883, ch. 79.
Issue of bonds.

1883, ch. 79.
Such issue regulated.

1883, ch. 79.
Where to sue or
be sued.

SEC. 3449. Said consolidated company may sue and be sued in any county in this State into or through which its railroad or railroad route may extend; and not less than six of its directors shall be at all times citizens of this State.

1878, ch. 116.
Proceedings for
permission to
increase capital
stock.

SEC. 3450. When any railroad company shall desire to increase its capital stock, it shall make application to the railroad commissioners in writing, setting forth the amount to which and the purpose for which it is desired to make such increase. Whereupon the commissioners shall fix a time and place for hearing such application, and require such notice thereof to be given as they may deem reasonable.

1878, ch. 116.
Finding of
facts, report, and
recommendation
by railroad
commissioners.

SEC. 3451. The commissioners shall make a finding of all the essential facts presented to them in regard to such proposed increase of capital stock, and report the same to the next session of the General Assembly, with a recommendation whether such increase should be allowed or not, and, if allowed, the manner in which and terms upon which such stock should be issued.

1878, ch. 116.
Capital stock
not to be in-
creased without
special author-
ity.

SEC. 3452. No railroad company shall increase its capital stock except by special authority of the General Assembly, nor shall such authority be given except upon the recommendation of the railroad commissioners as herein provided.

G. S. 1875, 317,
§ 10.
These provi-
sions not to ap-
ply to horse
railroads or
authorize inter-
ference with ex-
isting railroads.

SEC. 3453. Nothing contained in this chapter shall be construed to authorize the construction of any horse railroad in any city or borough; or the taking or using the track, wharves, depot, or depot grounds of any other company without its consent, except for the purpose of crossing or connection.

Chapter CCXIII.

STEAM RAILROADS.

SECTION.

3454. What railroads included in the provisions of this chapter.

3455. Company officers and by-laws.

3456. Meetings, how called; stock votes.

3457. Officers when not to vote on proxies.

SECTION.

3458. Stock not to be voted on, if assessments are unpaid.

3459. Deposit to be made before applying for approval of layout.

G. S. 1875, 319,

§ 1.
What railroads
included in the
provisions of
this chapter.

SEC. 3454. All railroad companies which transport passengers or freight on their roads otherwise than by animal power alone, shall have all the powers and be subject to all the provisions contained in the succeeding sections of this chapter respecting such companies, except when otherwise specially provided in their charters.

Any railroad company organized under and subject to the provisions of Title LXVI of the general statutes and amendments thereto is hereby authorized to operate its railroad by electricity, in addition to the motive power already employed in operating such railroad.

1893, ch. 193.
May use electricity.

SEC. 3455. The direction of the affairs of every such company shall be vested in a board of not less than nine directors annually chosen by the company, who may fill any vacancies which may occur in their number, and shall elect one of their own number president of the board, who shall also be president of the company, and may also choose a secretary who shall also be secretary of the company, and be sworn to a faithful discharge of his duty, and a treasurer who shall give bonds to the company in such sum as shall be required by the by-laws, for the faithful discharge of his trust, and such other officers as they may deem expedient, and may make by-laws and regulations in regard to the management of the stock, property, and affairs of said company.

G. S. 1875, 319, § 2.
Company officers and by-laws.

SEC. 3456. All meetings of the company shall be called in such a manner as shall be provided in the by-laws, and at such meetings each member shall be entitled to one vote for each share held by him.

G. S. 1875, 319, § 4.
Meetings, how called; stock votes.

SEC. 3457. Every railroad company may prohibit the officers from voting in the election of directors upon any other stock than their own; and no officer of such company shall request any stockholder to execute a power of attorney to vote upon his stock; and no person shall be allowed to vote by virtue of a power so obtained; and any person who shall violate the provisions of this section shall be disqualified from holding any office in said company for one year thereafter.

G. S. 1875, 319, § 5.
Officers, when not to vote on stock of others.

SEC. 3458. No subscriber to the capital stock of any railroad company shall be allowed to vote on any of said stock, unless all assessments or installments on it, legally called in by such company, shall have been paid in full.

G. S. 1875, 319, § 6.
Stock not to be voted on, if assessments are unpaid.

SEC. 3459. Every railroad company, before applying to the railroad commissioners for their approval of the location of its road, shall deposit with the State Treasurer a sum equal to eleven dollars per mile of the length of its proposed road in this State. And the Comptroller shall include such company among the several railroad companies in his next annual apportionment of the office expenses and salaries of the board, estimating the length of its main track or tracks as equal to said proposed length of road. And the Treasurer shall deduct the amount so apportioned to such company from said deposit, and return the remainder to the treasurer of such company.

1882, ch. 20.
Deposit to be made by railroad company before applying for approval of layout of its road.

Chapter CCXIV.

LOCATION AND CONSTRUCTION.

SECTION.

3460. What lands may be taken.
 3461. Alteration of location.
 3462. Where land is cut off from access to highway.
 3463. Not to be laid out through cemetery.
 3464. How lands may be taken.
 3465. Damages, if road is never actually opened.
 3466. Condemnation of easements, etc., reserved in a grant to the company.
 3467. Owners may require a plan of land tak'n.
 3468. Map of road to be filed with town clerk.
 3469. Statement to be filed with Secretary.
 3470. Payment of laborers.
 3471. Crossing other roads.
 3472. Contracts with connecting roads.
 3473. Leases of railroads regulated.
 3474. Record of conveyance or lease of interest in location.
 3475. Certificate of assignment, etc., of interest in location, to be recorded.
 3476. Crossing highways or water-courses.
 3477. Appeals from order authorizing crossing of streams.
 3478. Warning boards at grade crossings.
 3479. Right of way, how obtained on altering highways.
 3480. To be constructed so as not to cross highways at grade, etc.
 3481. New highway crossing railroads, how constructed.

SECTION.

3482. Commissioners to direct as to structure of bridge over railroad.
 3483. Alteration of highway crossed at grade.
 3484. Taking of land for the purpose.
 3485. Penalty for non-compliance.
 3486. Change of highway dangerous from proximity to railroad newly located.
 3487. Such highways when the railroad has been heretofore constructed.
 3488. Repairs and maintenance of changed highway.
 3489. Proceedings to secure safety of highway crossings.
 3490. Assessment of damages.
 3491. Appeal.
 3492. Commissioners may forbid the use of certain tracks for switching purposes.
 3493. May regulate the use of such tracks, on petition, etc.
 3494. Penalty for non-compliance with order.
 3495. Appeal from such order.
 3496. General penalty in absence of special penalty.
 3497. Forfeiture, how recovered.
 3498. Commissioners may regulate the speed of cars at crossings, etc., general authority regarding crossings; penalty.
 3499. Guarding rails at grade crossings.
 3500. Covered bridges, height of.

G. S. 1875, 321,
 § 18.
 1883, ch. 131.
 Company may
 lay out road
 and take land,
 on payment of
 appraisal

SEC. 3460. Every railroad company may lay out its road not exceeding six rods wide, and for the purpose of cuttings, embankments, and procuring stone and gravel, and for necessary turnouts, may take as much more real estate within the limits of its charter as may be necessary for the proper construction and security of the road; but no real estate without the limits of said road shall be so taken without the permission of the parties interested therein, unless the railroad commissioners, on application of such company, and after notice to said parties, shall first prescribe the limits within which real estate shall be taken for said purposes, and no railroad shall lay out and finally locate its road without the written approbation of the location by said commissioners; and any company may change the location of its road, or of any section or part thereof, either before or after such location has been approved by the commissioners, provided such change is made before the construction of said road or of said section or part thereof has been commenced, and is made with the written approbation of said commissioners; and *provided*, that all damages that may be occasioned to any person by

Commissioners
 shall prescribe
 limits.

the taking of any real estate for said purposes shall be paid for by said company as provided by law.

SECTION 1. The provisions of sections 3460, 3461, 3462, 3464, 3465, 3466, 3467, 3471, 3472, 3476, 3479, 3486, and 3487 of the general statutes and of chapters CCLXII, CCLXIII, and CCLXIV of the public acts of 1893 shall be deemed to be a part of the charter of any railroad company authorized to construct, own, or operate any steam railroad within the state of Connecticut, and all powers and privileges conferred upon steam railroad companies by said sections and by said chapters of the public acts of 1893, and all duties or obligations imposed upon any such company by said sections or said chapters, are conferred upon, or imposed upon, such companies in the same manner and to the same extent as if the provisions of said sections and said chapters were parts of the charters of said companies.

SEC. 2. This act shall take effect from its passage.

SEC. 3461. Every railroad company, after its line of road shall have been located, approved, and established, may so far alter the location of such road as to change the radius of its curves, straighten and improve its lines, width, and extent of depot grounds, slopes, and embankments, and extend its lines of sight, when such changes are approved by the railroad commissioners and may take lands for additional tracks, turnouts, and freight and passenger stations, and depots, also for the purpose of supplying water for the use of its engines and stations. A certificate of which changes or taking, duly signed by such commissioners, shall be lodged for record in the town clerk's office in the town or towns in which such changes or taking is made.

Any railroad company may so far alter the location of its road as to add to the number of its main tracks, and for that purpose, with the approval of the railroad commissioners, may take additional land in the manner now provided by law; but when an additional bridge over a navigable stream shall be required by an enlargement of the main tracks, the same shall be constructed in such manner, and of such materials, and with draws of such width for the passage of vessels, as the railroad commissioners shall authorize and direct, and such additional bridge shall be subject to the provisions of section 3503 of the general statutes.

1884, ch. 88.
Where land is
taken and other
land is thereby
cut off from
practical access
to the highway.

SEC. 3462. When any railroad company shall take land for railroad purposes, the effect of which is to cut off other land from practical access to the highway, said railroad may, with the approval of the railroad commissioners, take additional land, sufficient to procure a convenient way from the land so cut off to the highway, and shall provide for the use of the owner of the land cut off as aforesaid a suitable way over such additional land to the highway. Said way shall remain a private way for the use of the owner of the land cut off as aforesaid, and the city or town in which it is situated shall not be liable for its maintenance nor responsible for its defects. For the purposes of this section, lands may be acquired in the manner provided by law for the taking of land by railroad companies.

1881, ch. 154.
Railroad not to
be laid out
through
cemetery.

SEC. 3463. No railroad company shall lay out or locate its road, or any part thereof, through any cemetery or any approach in common use from the highway thereto, and within one-quarter of a mile thereof, unless the railroad commissioners, when called upon to approve the proposed layout of said road, shall find that said cemetery, or the approach thereto, was located for the purpose of obstructing such layout, or unless said commissioners shall unanimously approve such layout or location.

G. S. 1875, 321,
§ 20.
Land, how
taken, ap-
praisal, dam-
ages, etc.
21 Conn., 294.
26 Conn., 249.

SEC. 3464. When any railroad company shall have the right to take real estate for railroad purposes, and cannot obtain it by agreement with the parties interested therein, it may apply to any judge of the superior court for the appointment of appraisers to estimate all damages that may arise to any person from the taking and occupation of such real estate for railroad purposes, and after reasonable notice of said application shall have been given to all parties in interest, such judge shall appoint three appraisers, who shall be sworn, and give reasonable notice to said parties in regard to the time and place of making such estimate, and shall view the premises and estimate such damage, but shall not include in such estimate the expense of erecting and maintaining fences along the line of such railroad; and shall return an appraisal of such damages in writing, under their hands, to the clerk of the superior court in the county where the estate lies, who shall record it; and when so returned and recorded, such appraisal shall have the effect of a judgment, and execution may issue at the end of sixty days from the time of such return, in favor of the persons respectively to whom damages may be appraised; and said appraisers shall be paid by said

company for the time actually spent in making such appraisal and return; but no railroad shall be worked upon, or opened across any real estate, until the damages appraised to any person interested therein shall have been paid or secured to be paid to his satisfaction, or deposited with the treasurer of the county for his use.

Any railroad company, owning a railroad which has been constructed and is being operated over land to which it has not acquired title, may take such land within the limits of its location, at any time within two years after the approval thereof by the railroad commissioners, by proceedings under section 3464 of the general statutes; *provided*, that nothing herein shall be construed to authorize the taking or using the track, wharves, depot, or depot grounds of any other company without its consent, except for the purpose of crossing or connection.

SEC. 3465. When any real estate shall have been laid out for railroad purposes, and the damages shall have been appraised, and such road, or any part thereof, shall have been abandoned or discontinued before the same shall have been opened and worked, no such execution shall issue, nor shall an action be brought against said company for the recovery of such damages by any of the owners of land over which such road or part of a road shall have been laid out and discontinued as aforesaid; but any such owner may recover of such company the actual damage which he may have suffered in consequence of the laying out of the road, or for any unreasonable delay in opening and working the same.

1889, ch. 149.
Taking of land
already occu-
pied.

G. S. 1875, 322,
§ 21.
Land owners to
recover actual
damages only,
where road is
discontinued
before opened
and worked.

SECTION 1. On and after the passage of this act, any public highway crossing over a railroad, the use of which crossing has been abandoned for a period of at least fifteen years, shall be deemed discontinued.

1897, ch. 207.
Highway cross-
ing railroad
deemed discon-
tinued, when.

SEC. 2. Whenever a farm or private crossing has been removed by any railroad company without the consent of the owner or owners, the railroad company from whose tracks said crossing has been removed shall restore the same in good order upon written request of the owner or owners, under a forfeiture of five dollars per day to the person or persons owning or having a right to use such crossing, after thirty days from the date of such notice.

Private crossing
removed by rail-
road company
must be restored
upon written
request.

SECTION 1. The owner of any private crossing at grade of the tracks of a railroad company, or of any right, title, interest, easement, or privilege in land used by any railroad company for railroad purposes, or

1893, ch. 263.
Elimination of
private cross-
ings and con-
demnation of
easements.

the directors of any railroad company whose land is incumbered by any such private crossing, right, title, interest, easement, or privilege, may bring a petition to the railroad commissioners for the elimination of such private crossing, and the condemnation of such right, title, interest, easement, or privilege, which petition shall be in writing, alleging that public safety requires the elimination of such incumbrance. The railroad commissioners shall thereupon appoint a time and place for hearing the petition, and shall give such notice thereof as they shall judge reasonable to the owner of said right, title, interest, easement, or privilege, to the railroad company, and to the owners of land adjoining the highway to be laid out, if any such highway is laid out, as hereinafter provided, to be used as a substitute for such private crossing. Upon the hearing of said petition, if public safety so requires, the commission shall authorize the railroad company to condemn such private crossing, right, title, interest, easement, or privilege, and thereupon the railroad company may proceed to condemn the same in the manner provided by law for the taking of lands by railroad companies. Upon the hearing of said petition, if the railroad commissioners shall be of opinion that public convenience and necessity require a highway on account of the elimination of said private rights in the land of the railroad company, they may lay out a highway sufficient to satisfy public convenience; but such new highway shall not be laid out if the land of a private owner, with which the incumbrance is associated, is already connected with a public highway. If the railroad commissioners shall order a new highway, as hereinbefore set forth, they shall assess the expenses of making the same, including the damages to any person whose land is taken, proportionally upon the person and parties especially benefited thereby, but at least one-half of such expense shall be paid by the railroad company.

Substitution of crossings.

SEC. 2. The commissioners may order the elimination of any private crossing at grade, as aforesaid, by the substitution of an overhead or underneath crossing, in which case the expense of making such change, including land damages, shall be paid by the railroad company.

Appeal from commissioners.

SEC. 3. Any person aggrieved by any order or judgment of the railroad commissioners, under this act, may appeal from such order or judgment to the superior court for the county in which the land lies,

in the manner and with like effect that appeals are taken from the orders of railroad commissioners under section 3518 of the general statutes.

SEC. 4. Section 3466 of the general statutes, Chapter CXLVIII, and Chapter CCLII of the public acts of 1889 are hereby repealed.

SEC. 3467. When any railroad company shall take any property for the purpose of its railroad, the owner of such property may at any time within three years thereafter demand in writing of the treasurer of the company a written description of such property so taken, and said company shall within thirty days deliver to him such description; and if it fail to do so, all its rights to enter upon or use said property, except for making surveys, shall be suspended until it shall have so delivered such description.

G. S. 1875, 322, § 23.
Owners may require a plan of land taken.

SEC. 3468. Within ninety days after the railroad of any company shall have been laid out in any town and approved by the railroad commissioners, such company shall deposit with the town clerk a correct plan, signed by its president, of so much of said railroad as lies in said town, drawn on a scale of at least five inches to the mile upon which shall be accurately delineated the direction and length of each course, and the width of the land taken.

G. S. 1875, 322, § 23.
Corporation to deposit plan of road with town clerk.

SEC. 3469. Every railroad company shall, within six months after the final location of its road, file a statement of such location, defining the courses and distances, with the Secretary of the State.

G. S. 1875, 322, § 24.
Location of road to be filed in Secretary's office.

SEC. 3470. Every railroad company, in making contracts for the building of its road, shall require sufficient security from the contractors for the payment of all labor thereafter performed in constructing the road by persons in their employ; and the company shall be liable to the laborers employed for labor actually performed on the road, if they, within twenty days after the completion of such labor, shall, in writing, notify its treasurer that they have not been paid by the contractors.

G. S. 1875, 322, § 25.
Security from contractors for paying laborers; liability of company therefor.

SEC. 3471. Any railroad company may, in the construction of its railroad, cross the railroad of any other company, or connect with the same; and if it cannot agree with such other railroad company, or the managers thereof, as to such crossing or connection, the railroad commissioners may determine the place and manner of such crossing or connection, after reasonable notice to the several companies in interest to appear and be heard in relation to the matters contained in such

1882, ch. 138.
1883, ch. 130.
Crossing of one railroad by another.

notices, and may make such orders as to bridges, abutments, piers, tunnels, arches, excavations, retaining walls, embankments, and approaches as they shall judge necessary; but no railroad shall cross any other railroad at grade, except for the purpose of connecting therewith, when the avoidance of a grade crossing is practicable, and the railroad commissioners shall be judges of the question of practicability.

1895, ch. 2.
Steam railway
and electric or
horse railways
not to cross
at grade here-
after.

Repeal chapter
CCVIII public
acts 1893.

SECTION 1. No electric, cable, or horse railroad shall hereafter be constructed across the tracks of any steam railroad at grade; and no steam railroad shall hereafter be constructed across the tracks of any electric, cable, or horse railroad at grade.

SEC. 2. All acts, public or private, inconsistent herewith are hereby repealed.

SEC. 3. This act shall take effect upon its passage.

1895, ch. 332.
Powers of rail-
road commis-
sioners as to
frogs at grade
crossings of
street and steam
railroads.

SECTION 1. Whenever the tracks of any street railway and of any steam railroad are legally authorized to cross at grade, the railroad commissioners, upon the written application of the corporation or person operating such street railway or such steam railroad, as the case may be, may, in case said parties cannot agree, order such crossing to be made by means of frogs of such kind or style as said commissioners shall require. Such order shall be made upon reasonable notice to both parties to appear and be heard as to the time and manner of execution of the same, and shall prescribe the time within which, and by whom, and in what manner such order shall be executed. And said railroad commissioners may, from time to time, upon notice as aforesaid, make further orders as to the repair, renewal, and maintenance of such crossing.

Railroad com-
missioners may
act at any time.

SEC. 2. Whenever the railroad commissioners shall deem that public safety requires, they shall have the power, without application to them, to make and cause to be executed such orders regarding grade crossings of street railways and steam railroads as provided for in section one of this act.

Expense to be
paid by whom.

SEC. 3. The expense caused by the execution of such order or orders shall be paid by the corporation or person operating the railroad or railway last authorized and constructed at such crossing, and such corporation or person shall also maintain the same.

Orders may be
enforced by
mandamus.

SEC. 4. Any and all of such orders may be enforced by mandamus, and the cost of such mandamus proceedings shall be taxed against the party refusing to obey such order.

SEC. 5. All acts and parts of acts, public or private, inconsistent herewith are hereby repealed.

SEC. 6. This act shall take effect from its passage.

SECTION 3472. Any railroad company may make lawful contracts with any other railroad company with whose railway its tracks may connect or intersect in relation to its business or property, and may take a lease of the property or franchises of, or lease its property or franchises to, any such railway company.

G. S. 1875, 323, § 27. Contracts with connecting or intersecting roads.

SEC. 1. Any railroad company in this State may build branches from its main line or from any of its leased lines; *provided*, that the construction of such branch is found by a judge of the superior court, upon due application after such reasonable public notice as such judge may order, to be of public necessity and convenience.

1889, ch. 166. Railroad company may build branch, when.

SEC. 2. For the purpose of paying the cost of building any such branch, said railroad company may issue bonds secured by mortgage to the amount of one-half of said cost, to be verified in the manner now provided by law for verifying the cost of a railroad for the purpose of issuing bonds.

Issue of bonds therefor.

SEC. 3. So much of section 3472 of the general statutes as relates to the construction of branches by railroad companies is hereby repealed.

Repeal.

SEC. 4. This act shall be deemed to be an addition to, and amendment of, all charters of railroad companies, and shall repeal all limitations in any charter as to the length of branches which it may build.

Effect of this act on railroad charters.

SEC. 3473. No lease of any railroad made after April 25, 1878, shall be binding on either of the contracting parties for a period of more than twelve months, unless approved by the stockholders of the company or companies that are parties to the lease, by a vote of two-thirds of the stock represented in person or by proxy, at a meeting of the stockholders called for that purpose, and at least one month's notice given of such meeting by advertising twice a week for four weeks in a daily paper published in the State, and also by mailing a copy of the call and of the lease to each stockholder; and said notice and call shall state that at the meeting the lease will be submitted for the approval of the stockholders.

1878, ch. 65. Leases of railroads regulated.

SEC. 3474. All conveyances by any railroad company, or its assigns, of any interest in the location of its railroad, to be used or enjoyed for railroad purposes,

1887, ch. 76. Record of conveyance or lease of interest in location.

may, and if in the nature of a lease, whether now in force or hereafter executed, for a term exceeding one year, shall be recorded by the grantee or lessee in the office of the Secretary of the State.

1887, ch. 76.
Certificate of
assignment, re-
lease, or fore-
closure, may be
recorded.

SEC. 3475. Certificates of the assignment, release, or foreclosure of any interest or lien in or upon the location of any railroads, acquired under any such conveyance as specified in the preceding section, or by virtue of the general laws of the State, may be recorded in like manner, and with the same effect.

1893, ch. 119.
Sale of equip-
ment.

SECTION 1. In any contract for the sale of railroad or street railway equipment, or rolling stock, it shall be lawful to agree that the title to the property sold, or contracted to be sold, although possession thereof may be delivered immediately or at any time or times subsequently, shall not vest in the purchaser until the purchase price shall be fully paid, or that the seller shall have and retain a lien thereon for the unpaid purchase money. And in any contract for the leasing or hiring of such property it shall be lawful to stipulate for a conditional sale thereof at the termination of such contract, and that the rentals or amounts to be received under such contract may, as paid, be applied and treated as purchase money, and that the title to the property shall not vest in the lessee or bailee until the purchase price shall have been paid in full, and until the terms of the contract shall have been fully performed, notwithstanding delivery to and possession by such lessee or bailee; *provided*, that no such contract hereafter made shall be valid as against any subsequent attaching creditor, or any subsequent *bona fide* purchaser, for value and without notice, unless the same shall be evidenced by an instrument executed and duly acknowledged by the parties thereto before some person authorized by law to take acknowledgment of deeds, and in the same manner as deeds are acknowledged, and duly recorded in the office of the Secretary of this State, nor unless each locomotive engine or car, so sold, leased, or hired, or contracted to be sold, leased, or hired, as aforesaid, shall have the name of the vendor, lessor, or bailor plainly marked on each side thereof, followed by the word "owner," or "lessor," or "bailor," as the case may be.

Contracts, when
recorded.

SEC. 2. The contracts herein authorized shall be recorded by the Secretary of this State in a book of records to be kept for that purpose. And on payment in full of the purchase money, and the performance of the terms

and conditions stipulated in any such contract, a declaration in writing to that effect, or a proper quitclaim deed, shall be made, executed, and acknowledged by the vendor, lessor, or bailor, or his or its assignee, and recorded in the office of the Secretary of this State. And for such services the Secretary shall be entitled to receive the same fees as in the cases of railroad mortgages.

SEC. 3. This act shall not be held to invalidate or affect in any way any contract heretofore made of the kind referred to in the first section hereof, and any such contract heretofore made may, upon compliance with the provisions of this act, be recorded as herein provided.

Contract heretofore made not affected.

SECTION 1. Whenever the property and franchises of any railroad company shall have been sold pursuant to a judgment or a decree of a court of competent jurisdiction in a suit for the enforcement or foreclosure of a mortgage on such railroad, the purchaser or purchasers at such sale, or his or their grantees and their associates and successors, in case they shall determine not to abandon their franchises but shall desire to continue the operation of such railroad, shall, upon filing in the office of the Secretary of this State the certificate hereinafter provided for, be a corporation by the name designated in such certificate, with power to hold, use, maintain, and operate such railroad, with all the powers enjoyed by railroad corporations under the general laws of this state.

1897, ch. 88.
Powers of purchaser of railroad under foreclosure.

SEC. 2. The certificate to be filed as aforesaid shall be signed and sealed by such grantees, or a majority of them, and shall be duly acknowledged, and shall specify, first, the name of the corporation; second, the names of such persons as shall have associated themselves together for the organization of such corporation, and the names of the persons who shall compose the first board of directors; third, the amount of capital stock and the number of shares into which the same is divided; fourth, the owners of such shares at the date of filing said certificate.

Certificate to be filed with secretary.

SEC. 3. The amount of capital stock of said company shall not exceed the total value of the railroad together with its franchises, which value shall be determined by the railroad commissioners of this state.

Railroad commissioners to fix value.

SEC. 4. The first board of directors shall adopt by-laws relating to the management of the affairs of the corporation, which by-laws may be amended by the stockholders.

By-laws.

SEC. 5. This act shall take effect from its passage.

G. S. 1875, 323, § 28. SEC. 3476. When it shall be necessary for the construction of a railroad to intersect or cross any water-course not navigable, or any public highway, the railroad company may construct said railroad across or upon the same if the railroad commissioners shall judge it necessary; but said company shall restore said water-course or highway thus intersected to its former state, or in a sufficient manner not to impair its usefulness; and in case any highway is so located that said railroad cannot be judiciously constructed across or upon the same without interfering therewith, said company may, with the consent of said commissioners, cause such highway to be changed or altered, so that said railroad may be made on the best site for that purpose; but said company shall put such highway in as good situation and repair as it was previous to such alteration under the direction of said commissioners, whose determination thereon shall be final.

G. S. 1875, 323, § 29. SEC. 3477. When any railroad company shall be authorized by the railroad commissioners to cross any stream of water, or water-course, not navigable, or pond of water, an appeal shall be allowed to any interested person aggrieved by such permission, to any judge of the superior court, within twenty days after the owners of the land adjoining said stream, at the point of said crossing, shall have had actual notice of the manner in which said commissioners have permitted said stream to be crossed; which appeal shall be by a suitable petition, in writing, for a hearing in regard to the crossing, with a citation attached thereto, returnable within twelve days after its date, and served at least five days before the return day, upon such company. And said judge shall have, for the purpose of disposing of said appeal, all the powers of the superior court, and may proceed, by himself, or by committee, to a hearing in regard to the propriety of said manner of crossing; and may render a decree either establishing more and sufficient waterway at the place of crossing, or providing such method of crossing that the usefulness and safety of said stream may be preserved, and that the safety of the public may not be endangered; or may confirm said mode of crossing; and if said alteration is so decreed may award costs against said company; and if said mode of crossing is confirmed, may award costs against the appellants, and may issue execution in favor of either party for costs to be taxed as in civil actions in court. Said appeal shall be a *supersedeas*, so far as said crossing is concerned, until judgment shall be rendered thereon by said judge.

Award of costs.

SEC. 3478. Every railroad company shall keep and maintain at each crossing at grade of any highway, at which there is no gate, warning boards of such a description as the railroad commissioners may approve.

G. S. 1875, 324, § 31.
Warning boards at grade crossings.

SEC. 3479. When any highway or street shall be changed or altered by any railroad company with the consent of the railroad commissioners, and it shall be necessary to take any land for a highway to which such company has not obtained title, and over which neither said company nor the town in which such change shall be made has any right of way, and said company is unable to agree with the owner thereof in regard to the amount of damages to be paid therefor, the same proceedings shall be had for the purpose of procuring the required right of way as are provided by law in regard to taking land for railroad purposes.

G. S. 1875, 324, § 32.
Right of way for highways for railroads, how obtained.

SEC. 3480. Every railroad company which may locate and construct a railroad across any turnpike, highway, or public street, shall construct it so as to cross over or under the same; and may, under the direction of the railroad commissioners, raise or lower the same at said crossing, or change the location thereof; and shall make and maintain such bridges, abutments, tunnels, arches, excavations, embankments, and approaches, as the railroad commissioners shall order, and the convenience and safety of the public travel upon said turnpike, highway, or street may require; but the railroad commissioners may, upon due notice to said company and to the selectmen of the town or mayor of the city in which said crossing is situated, direct such company or trustee to construct its railroad at such crossing upon a level with the turnpike, highway, or street; but no such direction shall be given in any case, except for special reasons which shall be recorded in the records of the railroad commissioners.

1883, ch. 107.
Railroads to be constructed so as not to cross highways at grade, etc.
39 Conn., 128.
54 Conn., 574.

SEC. 3481. When a new highway or a new portion of a highway shall hereafter be constructed across a railroad, such highway or portion of highway shall pass over or under the railroad, as the railroad commissioners shall direct. The railroad company operating such railroad shall construct such crossing to the approval of the railroad commissioners, and may take land for the purposes of this section in the manner provided by law for the taking of lands by railroad companies. One-half the expense of such crossing shall be borne by the company constructing the same, and one-half thereof shall be paid to said company by the town, city, or borough which constructs such highway or portion of highway. If said highway shall cross over said railroad,

1883, ch. 107.
New highway crossing railroad, how constructed.
55 Conn., 19.

Expense, how defrayed.

the structure necessary therefor shall be maintained and kept in repair by the party bound to maintain said highway; but if it shall cross under said railroad, such structure shall be maintained and kept in repair by said company.

1887, ch. 63.
Railroad Commissioners to direct as to structure of bridge over railroad.

SEC. 3482. When a highway, or portion of a highway, has been or shall be laid out or ordered to be laid out across a railroad, and the railroad commissioners shall direct such highway to be carried over the railroad, they shall determine the length, width, and material of the bridge over the railroad before the damages that may be occasioned to any person by the taking of land for such highway are finally assessed; and said commissioners may require such bridge to extend beyond the railroad crossed by it, but in cases pending June first, 1897, said commissioners may determine the length, width, and material of such bridge at any stage of the proceedings. And no structure shall hereafter be constructed or reconstructed over and across any railroad until the railroad commissioners shall have determined the length, width, material, and plan of such structure and its height above the road-bed of such railroad, and the necessity for such construction or reconstruction.

1897, ch. 70.

1889, ch. 220.
Proceedings on petition for abolition of railroad grade crossings.

SECTION 1. The selectmen of any town, the mayor and common council of any city, the warden and burgesses of any borough within which a highway crosses or is crossed by a railroad, or the directors of any railroad company whose road crosses or is crossed by a highway, may bring their petition in writing to the railroad commissioners, therein alleging that public safety requires an alteration in such crossing, its approaches, the method of crossing, the location of the highway or crossing, the closing of a highway crossing and the substitution of another therefor, not at grade, or the removal of obstructions to the sight at such crossing, and praying that the same may be ordered; whereupon the railroad commissioners shall appoint a time and place for hearing the petition, and shall give such notice thereof as they judge reasonable to said petitioner, the railroad company, the municipalities in which such crossing is situated, and to the owners of the land adjoining such crossing and adjoining that part of the highway to be changed in grade; and after such notice and hearing, said commissioners shall determine what alterations, changes, or removals, if any, shall be made and by whom done; and if the aforesaid petition is brought by

the directors of any railroad company, or in behalf of any railroad company, they shall order the expense of such alterations or removals, including the damages to any person whose land is taken, and the special damages which the owner of any land adjoining the public highway shall sustain by reason of any change in the grade of such highway, in consequence of any change, alteration, or removal ordered under the authority of this act, to be paid by the railroad company owning or operating the railroad in whose behalf the petition is brought, and in case said petition is brought by the selectmen of any town, the mayor and common council of any city, or the warden and burgesses of any borough, they may, if the highway affected by said determination was in existence when the railroad was constructed over it at grade, or if the layout of the highway was changed for the benefit of the railroad after the layout of the railroad, order an amount not exceeding one-quarter of the whole expense of such alteration, change, or removal, including the damages, as aforesaid, to be paid by the town, city, or borough in whose behalf the petition is brought, and the remainder of the expense shall be paid by the railroad company owning or operating the road which crosses such public highway ; if, however, the highway affected by such order, last mentioned, has been constructed since the railroad which it crosses at grade, the railroad commissioners may order an amount not exceeding one-half of the whole expense of such alteration, change, or removal, including the damages, as aforesaid, to be paid by the town, city, or borough in whose behalf the application is brought, and the remainder of the expense shall be paid by the railroad company owning or operating the road which crosses such public highway. The directors of every railroad company which operates a railroad in this State shall remove or apply for the removal of at least one grade crossing each year for every sixty miles of road operated by it in this State, which crossings, so to be removed, shall be those which in the opinion of said directors are among the most dangerous ones upon the lines operated by it, and if the directors of any railroad company fail so to do, the railroad commissioners shall, if in their opinion the financial condition of the company will warrant, order such crossing or crossings removed as in their opinion the said directors should have applied for the removal of under the above provisions, and the railroad commissioners in so doing shall proceed in all respects as to method of procedure and as-

assessment of expense as if the said directors had voluntarily applied therefor.

Proceedings by railroad commissioners in absence of application.

SEC. 2. The railroad commissioners may in the absence of any application therefor, when in their own opinion public safety requires an alteration in any highway or highways crossed at grade by a railroad or by railroads belonging to or operated by more than one company, after a hearing had upon such notice as they shall deem reasonable to the railroad company or companies owning or operating said railroad or railroads, and to the selectmen of the town, mayor of the city, or warden of the borough within which said highway or highways are situated, and to the owners of the land adjoining said crossing, order such alterations in such highway or highways as they shall deem best, and shall determine and direct by whom such alterations shall be made, at whose expense, and within what time; *provided*, that in all cases arising under this section one-fourth of the expense, including damages and special damages, as aforesaid, shall be paid by the State and the remainder shall be assessed upon the railroad company or companies benefited by such order; *and provided*, that such alterations as are thus made at the primary instance of the railroad commissioners shall not be ordered so as to direct the construction of more than one bridge in any one year on any one railroad.

1895, ch. 223. Street railway company may petition for removal of grade crossing.

SECTION 1. Any street railway company which has power to lay its tracks in any highway which crosses a steam railroad at grade, but has no power to lay its tracks across the track of such steam railroad at grade in such highway, and any street railway company whose track crosses the track of a steam railroad in the public highway at grade, may bring its petition for the removal of such grade crossing in the manner specified in Chapter CCXX of the public acts of 1889 for municipal authorities.

Power of railroad commissioners when proceedings are pending.

SEC. 2. In any case where proceedings are now pending or shall hereafter be taken under any of the provisions of Chapter CCXX of the public acts of 1889, or under the provisions of this act, for the change or alteration of any highway, crossing a steam railroad at grade, the railroad commissioners are authorized and empowered to order such amount as they shall deem proper of the whole expense of such change or alteration, including damages, as provided by said act, to be paid by the company owning or operating any electric, cable, or horse railroad laid across, over,

or under the tracks of such steam railroad at such crossing.

SEC. 3. Any electric, cable, or horse railroad company aggrieved by the decision of the railroad commissioners under the authority of this act, may appeal therefrom to the superior court in the same manner and with like effect as is provided in the case of appeals by railroad companies from any order of the railroad commissioners upon any proceedings relative to the location, abandonment, or changing of depots or stations.

Appeal from decision of railroad commissioners.

SEC. 4. This act shall take effect from its passage.

SEC. 3. Railroad companies may take land for the purpose of this act in the manner provided by law for the taking of lands by railroad companies.

1889, ch. 220.
Taking of land for the purpose.

SEC. 4. Whenever the railroad commissioners, upon an application brought under the provisions of section one of this act, shall find that any highway crosses or is crossed by the tracks of more than one railroad, and the tracks of such railroads are so near together that public convenience requires the work of separating the grades to be done under and in compliance with one order, they shall give notice to all the companies operating said railroads to appear before them and be heard upon the application, and after such notice and hearing said commissioners shall determine what alterations shall be made, if any, so as to separate the grades of all of said crossings at the same time, and they shall determine by whom such work shall be done, and they shall apportion the expense to be borne by the railroad companies between such companies in such manner as they, the said commissioners, shall deem proper.

When tracks of more than one railroad cross a highway.

SEC. 5. Damages under the provisions of this act on account of any change of grade in highways shall be assessed in the same manner as in the case of land taken for railroad purposes; and the provisions of this act in relation to such damages for change of grade shall apply in the case of any order passed by the railroad commissioners or superior court since June 1. 1887, under the authority conferred by section 3489 of the general statutes.

Damages, how assessed.

SEC. 6. The provisions of section 3491 of the general statutes in relation to appeals shall apply to any decision of the railroad commissioners under the authority of this act.

Appeals.

SECTION 1. Section seven of Chapter CCXX of the public acts of 1889 is hereby amended to read as follows:

1893, ch. 244.
Repairs, who bound to make.

lows: It shall be the duty of railroad companies to maintain and keep in repair all structures heretofore or hereafter erected over their tracks at any highway crossing, and the approaches to the crossings when the same are made with plank surface, and also to keep in repair the surface of the highway, including the planking or other surface material of the highway upon such structure, and it shall be the duty of the municipality where such bridge or bridges are located to notify any agent of the railroad company owning such bridge or bridges or structure of any defect in the same, and such notice shall be in writing.

Repeal.

SEC. 2. All acts or parts of acts inconsistent herewith are hereby repealed.

SEC. 3. This act shall take effect upon its passage.

1895, ch. 120.
Street railway
company to
maintain plank
on bridge over
steam railway.

SECTION 1. Where any street railroad is constructed along and upon any highway bridge, over the tracks of any steam railroad, it shall be the duty of the company owning such street railroad to keep in repair so much of the planking of such bridge as is included within its track or tracks, and the planking upon the space between its tracks.

SEC. 2. All acts and parts of acts, public or private, inconsistent herewith are hereby repealed.

SEC. 3. This act shall take effect from its passage.

1889, ch. 220.
Pending
applications.

SEC. 8. The provisions of this act shall apply to any cause or application now pending before the railroad commissioners or superior court. All provisions of the general statutes which relate to sections 3483 and 3489 of the same shall be deemed to apply to the provisions of this act.

Repeal.

SEC. 9. Sections 3483 and 3489 of the general statutes are hereby repealed, but no rights, duties, or obligations belonging to or imposed upon any parties by any judgments heretofore rendered, shall be impaired or altered by such repeal.

1884, ch. 100.
Alterations of
highway
crossed at
grade.
53 Conn., 367.

[The following section is repealed by Chapter 220, Sec. 9, Acts of 1889: SEC. 3483. The railroad commissioners may, when in their opinion public safety requires an alteration of any highway crossed at grade by a railroad, after a hearing had upon such notice as they shall deem reasonable to the railroad company owning or operating said railroad, and to the selectmen of the town, mayor of the city, or warden of the borough within which said highway is situated, and to the owners of the land adjoining said crossing, order such alterations in such highway as they shall deem best, and shall determine and direct by whom such alterations shall be made,

at whose expense, and within what time; provided, that in no case shall more than one-half the expense be paid by the town, city, or borough aforesaid; and provided, that such alterations as are made at the primary instance of the railroad commissioners shall not be ordered at the rate of more than one a year on any one railroad, except in the case of railroads having a double track throughout their entire length. Railroad companies may take land for the purposes of this section, in the manner provided by law for the taking of lands by railroad companies.]

The decision of the railroad commissioners rendered in any proceeding under section 3483 of the general statutes shall be communicated within twenty days after final hearing, to all parties to whom notice of the hearing had on said proceeding was given; and any person aggrieved by such decision, who was a party to said proceeding, may appeal therefrom in the same manner, and with like effect, as is provided in the case of appeals from any order of the railroad commissioners, upon any proceeding relative to the location, abandonment, or changing of depots or stations.

1889, ch. 217.
Notice of decision of R. R. commissioners as to grade crossings, and appeals from such decision.

SECTION 1. The sums of money assessed by any orders of the railroad commissioners, or the superior court, upon appeal from such orders, against any town or city in this State, where the applications were brought by the directors of any railroad company since May 1, 1885, for the removal of grade crossings in the cases of highways which were in existence before the construction of the railroad, shall be reimbursed by the State to such towns or cities. Towns or cities entitled to reimbursement under the provisions of this act shall present their claims to the Comptroller, and proofs and proper certificates to his satisfaction from the board of railroad commissioners; and the Comptroller shall thereupon draw his order on the Treasurer in favor of such towns or cities, respectively, for the amounts to which he shall find the towns or cities to be entitled under the provisions of this act.

1893, ch. 252.
Town or cities to be reimbursed for assessments for removal of grade crossings.

SEC. 2. This act shall take effect upon its passage.

SECTION 1. No order shall be issued by the selectmen of any town authorizing or requiring a change of grade in any public highway, or the location or the relocation of any railroad tracks in a public highway, as authorized by section three of Chapter CLXIX of the public acts of 1893, except upon a majority vote of all the selectmen after a public hearing, of which at least five days' notice shall have been given, with the nature

1895, ch. 125.
Orders as to location and grade, how made.

of the proposed change and the location of the same fully set forth therein.

Order to be lodged in town clerk's office.

SEC. 2. No street railroad company shall lay its tracks in any public highway, or make any change in the location of its tracks already laid or in the grade thereof, until after the order of the selectmen authorizing the same shall have been lodged for record in the town clerk's office in a book of records kept in said office; and said street railroad company may at any time lodge for record with the town clerk any order of the selectmen in reference to the location or relocation of its tracks or the change of grade thereof.

Penalty for failure of selectmen to file minutes.

SEC. 3. Whenever the selectmen of a town shall prescribe the location of railroad tracks in a public highway, or authorize a relocation of tracks already laid or a change of grade thereof, they shall within ten days thereafter have their action in regard thereto recorded by the town clerk in a book kept in his office, and if they neglect to furnish the town clerk with minutes of their action, each of the selectmen who voted in favor of the measure shall be fined not more than one hundred dollars.

Orders issued prior to passage of this act to be recorded.

SEC. 4. This act shall take effect upon its approval; and all orders of selectmen prescribing the layout of street railroads, issued prior to the approval of this act, shall be recorded in the town clerk's office within thirty days of the approval of this act; and the selectmen or the ex-selectmen who issued such orders and who shall fail or neglect to have them recorded within said thirty days shall be subject to the fine provided in section three.

1883, ch. 107.
Taking of land for the purpose.

SEC. 3484. No lands shall be taken by any railroad company for the purpose mentioned in the preceding section, except such as are necessary, which necessity shall be certified by the railroad commissioners; but no such taking need be based upon any special finding that public necessity and convenience require such taking.

1884, ch. 100.
Penalty for non-compliance.

SEC. 3485. Every railroad company which shall fail to comply with any provision of sections 3480, 3481, 3483, and 3484, shall forfeit to the town in which such crossing is situated one hundred dollars for each and every month of such non-compliance. In each and every instance of such non-compliance the railroad commissioners shall give notice of all such forfeitures to said town, which shall collect the same.

1884, ch. 106.
Change of highway dangerous,

SEC. 3486. When a railroad has been laid out or located so near to a highway and in the same general

direction as, in the opinion of the selectmen of any town, warden of any borough, or mayor of any city, within which the said highway is situated, to endanger public travel, the said selectmen, warden, or mayor may bring their petition to the railroad commissioners, setting forth the same; and the said commissioners, after reasonable notice to the railroad company to appear and be heard in relation thereto, shall, if in their opinion public safety so requires, and a change of the location of such highway is practicable, forthwith order said railroad company to make said change, in such manner as the commissioners may determine; and such change, including the cost of fencing such re-located highway, shall be done at the expense of said railroad company.

SEC. 3487. In case any railroad has been heretofore constructed so near any highway in any town, city, or borough, as, in the opinion of the selectmen, mayor, or warden of such town, city, or borough respectively, to endanger public travel, said selectmen, mayor, or warden may bring their petition to the railroad commissioners, who shall inquire into the facts, and, if in their judgment public safety so requires, may order the location of said highway to be changed, and determine by whom the work shall be done, and the expense of such change, including the cost of fencing, shall be paid equally by said town, city, or borough, and said railroad company.

1884, ch. 106.
Such highways when the railroad has been heretofore constructed.

SECTION 1. The railroad commissioners shall have power to order the location of a highway to be changed, when they find such location endangers public travel, upon petition brought by any railroad company, and they shall have power to make orders for the relocation of any such highway, when the petition is brought by a railroad company, to the same extent as if such petition were brought under section 3487 of the general statutes by the municipal authorities of any city or town; *provided, however,* that whenever a petition is brought to them under the provisions of this act by a railroad company the entire expense of making the changes shall be paid by the railroad company which brings the petition.

1895, ch. 276.
Railroad commissioners may change location of highways.

SEC. 2. Whenever the railroad commissioners shall order a change in the location of any highway under the provisions of section 3487 of the general statutes, or under the provisions of this act, and the parties ordered by the railroad commissioners to do the work cannot obtain the necessary land by agreement with the

Land may be taken for such change.

parties interested therein, the railroad company, or the town, city, or borough ordered to do the work, may take the land necessary for carrying out the orders of the railroad commissioners in the same manner as lands are taken for railroad purposes under section 3464 of the general statutes.

1884, ch. 106.
Repairs and
maintenance of
changed high-
way.

SEC. 3488. When the railroad commissioners, in accepting the layout of any railroad company, have in such acceptance provided that portions of such railroad should not be constructed until certain highways should be re-located, changed, or altered by such railroad company, and the obligation of repairing or maintaining the whole or any part of such highways devolves by law upon any person or corporation other than the town, city, or borough within which such highway may be located, such provision of said commissioners shall be binding upon said railroad company, and it shall be the duty of said railroad company to maintain and repair said highway so re-located, altered, or changed, in the same manner and to the same extent that such other person or corporation was bound to repair and maintain the same before such re-location, change, or alteration. For the purposes of this and the two preceding sections, land may be acquired in the manner provided by law for the taking of land by railroad companies. Any such railroad company may use the material and abutments of any existing bridge, in the old highway, in the construction of a bridge in the substituted highway, and shall provide suitable temporary accommodations for public travel over the old highway until the new highway is completed, and shall be solely responsible for injuries resulting from its negligence in the matter of such temporary accommodations. The selectmen of any such town are hereby authorized to discontinue such parts of the old highway as in their judgment are not of common convenience and necessity.

1876, ch. 36.
1877, ch. 8.
Proceedings to
secure safety of
highway at
railroad cross-
ings.

[The following section is repealed by Chapter 220, Sec. 9, Acts of 1889: SEC. 3489. The selectmen of any town, the mayor and common council of any city, the warden and burgesses of any borough, within which a highway crosses or is crossed by a railroad, or the directors of any railroad company whose road crosses or is crossed by a highway, may bring their petition in writing to the railroad commissioners, therein alleging that public safety requires an alteration in such crossing, its approaches, the method of crossing, the location of the highway or railroad, or the removal of obstructions to the sight at such crossing, and praying that the same be ordered. Whereupon the railroad commissioners shall appoint a time and place for hearing the petition, and shall

give such notice thereof as they judge reasonable, to said petitioner, the railroad company, and to the owners of the land adjoining such crossing, and after such notice and hearing said commissioners shall determine what alterations or removals shall be made, by whom done, and at whose expense.]

SEC. 3490. In case the party by whom the changes are to be made cannot agree with the owner of the land or other property to be removed or taken under the said decision of the railroad commissioners, the damages shall be assessed in the same manner as is provided in case of land taken by railroad companies, the expense of such assessment to be paid in the same manner as the expense of the alterations.

SEC. 3491. The decision of the commissioners shall be communicated to the petitioners, to the railroad company, and to the owners of any property directed to be removed or taken, within twenty days after final hearing, and any person aggrieved by such decision may appeal therefrom in the same manner and with like effect as is provided in the case of appeals from any order of the railroad commissioners upon any proceedings relative to the location, abandonment, or changing of depots or stations.

SEC. 3492. The railroad commissioners are empowered and authorized to order any railroad company not to use for switching purposes, nor for standing trains of any kind, such portion of its tracks upon or across any public street or highway as in their opinion the public convenience requires should not be so used, and may limit the number of tracks, other than main tracks, which a railroad company may lay upon or across a public street or highway for side tracks or for switching purposes, and may order a railroad company to remove such of the side tracks or switching tracks now laid upon or across any public street or highway as said commissioners may deem public convenience or safety requires should be removed.

SEC. 3493. Said commissioners, when requested in writing by the selectmen of any town, the mayor and common council of any city, or the warden and burgesses of any borough, to forbid the use for switching purposes of the tracks of any railroad company where the same cross any public street or highway within said town, city, or borough, shall visit such crossing, first giving reasonable notice to the authorities making such request, and, if public convenience requires, shall order the company operating said railroad not to use the same or such part thereof as may be specified in said order for

1876, ch. 36.
Assessment of
damages.

1876, ch. 36.
1877, ch. 8.
Appeal.

1884, ch. 100.
Commissioners
may forbid the
use of certain
tracks for
switching pur-
poses, etc.

1884, ch. 100.
Upon petition,
etc., commis-
sioners may
make orders
regulating the
use of tracks
for switching.

switching purposes, and may make any order regulating such switching that they shall deem proper, and, upon like application and notice, shall make such orders in regard to the laying of railroad tracks for side tracks or for switching purposes upon or across such streets or highways, or for the removal of such tracks already laid, as they may judge proper. Said commissioners may change any such order when they deem it necessary, first visiting said town, city, or borough, and giving the authorities thereof an opportunity to be heard thereon.

1884, ch. 100.
Penalty for non-compliance with order.

SEC. 3494. Any railroad company neglecting or refusing to obey any order of the railroad commissioners provided for in the two preceding sections, shall forfeit to the town in which such crossing is situated, one hundred dollars for each and every month of such non-compliance.

1884, ch. 100.
Appeals from such order.

SEC. 3495. When said commissioners, on application as prescribed in section 3493, shall make an order as provided therein, or refuse to make the same, their decision shall be communicated to the parties in interest within twenty days from the final hearing on the same, and either party aggrieved by such decision may appeal therefrom to the superior court in the manner and with the like effect as provided for appeals in section 3518, and the superior court may, at any time, upon application of either party, with due notice to adverse parties, amend or change any order passed as aforesaid.

1884, ch. 53.
General penalty in absence of special penalty.

SEC. 3496. When any railroad company shall fail to comply with any order of the railroad commissioners regarding any highway crossing, or any order of said commissioners made in pursuance of the laws of this State, for which failure no other penalty is provided, said railroad company shall forfeit to the town within which is situated that portion of the railroad in reference to which the order is made, the sum of one hundred dollars for every such failure, to be recovered in an action to be brought within sixty days after the right of action shall accrue.

1884, ch. 53.
Forfeitures, how recovered.

SEC. 3497. All forfeitures, not otherwise provided for, accruing to the State from any railroad company by reason of any neglect or refusal to comply with the orders of the railroad commissioners, shall be recovered by the Treasurer of the State in an action upon the respective statutes providing for such forfeitures.

1883, ch. 106.
Commissioners may regulate the speed of cars at crossings,

SEC. 3498. The railroad commissioners are empowered to make orders for the regulation of the speed at which railroad locomotives and cars shall cross streets

and highways; and orders regulating the obstruction of streets and highways by railroad locomotives and cars; and generally to make any and all orders regarding the crossing of streets and highways by railroad locomotives and cars, that the public may be inconvenienced as little as possible thereby. Every railroad company which shall violate any such order shall forfeit to the State fifty dollars for each day of such violation.

etc.: general authority re-guarding crossings.

Penalty.

SEC. 3499. When any railroad is crossed by a highway on a level therewith, the company operating said railroad shall, at its own expense, so guard or protect its rails by plank, timber, or otherwise as to secure a safe and easy passage across its road. And if the selectmen of any town, the mayor of any city, or the warden of any borough shall represent in writing to the railroad commissioners that any company has failed to comply with the requirements of this section in regard to any highway within their town, city, or borough respectively, said commissioners shall examine said crossing and make such order as they may deem necessary to carry out the provisions of this section.

1884, ch. 35. Guarding rails at grade crossings.

SEC. 3500. All covered bridges constructed on the line of any railroad shall not be less than eighteen feet in height from the top surface of the rail laid in the track on the bridge to the underside of the crossbeams overhead.

G. S. 1875, 324, § 33. Covered bridges, height of.

Chapter CCXV.

RAILROAD BRIDGES AND BRIDGE GUARDS.

SECTION.

3501. Railroad companies to erect bridge guards.

3502. Penalty for neglect.

3503. Footways upon railroad bridges.

3504. Cattle-guards.

3505. Fences.

3506. Commissioners may make orders relative to fences.

3507. Penalty for neglect.

SECTION.

3508. When duty of adjoining owner is neglected.

3509. When fence is to be maintained jointly.

3510. Roads operated by trustees.

3511. State's Attorney to complain, if company neglect to repair highway.

3512. Taking land to make changes recommended.

SEC. 3501. Every railroad company shall, if required by the railroad commissioners, erect and thereafter maintain suitable bridge guards at every bridge over its railroad less than eighteen feet in height above the tracks; such bridge guards to be approved by the railroad commissioners, and to be erected and adjusted to their satisfaction.

1878, ch. 101. Railroad companies to erect bridge guards.

SEC. 3502. Every railroad company refusing or neglecting to comply with the provisions of the preceding section shall, for each month of continuance in such refusal or neglect, forfeit and pay to any person who shall sue therefor the sum of fifty dollars.

1878, ch. 101. Penalty for neglect.

G. S. 1875, 324, § 34. Footways upon railroad bridges. SEC. 3503. When, in the opinion of the selectmen of any town, or of the common council of any city, a footway upon the line of any railroad bridge or causeway within the limits of such town or city would be of public convenience, and the railroad company owning such bridge or causeway shall not consent thereto, such selectmen or common council may call out the railroad commissioners, who, after due notice to such company, shall inquire into the facts, at the expense of such town or city. And if said commissioners shall find that a footway along such bridge or causeway would be of public convenience, they shall authorize such town or city to construct or maintain the same at their own expense, and to attach the same for support to such bridge or causeway; *provided*, such footway be constructed entirely outside of the bridge or causeway to which it is attached, and so constructed, used, and maintained as not to interfere with the necessary and proper use of such bridge or causeway of such company.

FENCES.

G. S. 1875, 326, § 45. Cattle-guards, 27 Conn., 479. SEC. 3504. Every railroad company shall construct suitable cattle-guards and fences therefrom at all crossings of passways or highways, to prevent cattle from passing upon its railroad, except when the railroad commissioners deem it unnecessary.

1881, ch. 66. Fencing of railroads. SEC. 3505. Every railroad company shall erect and maintain fences on the sides of the railroads operated by it at such place or places as the railroad commissioners shall direct; and every railroad company operating any railroad constructed under any act of incorporation passed since the first Wednesday of May, 1850, or hereafter constructed, shall cause sufficient fences to be erected and maintained on the sides of such railroads, except at such place or places as the railroad commissioners shall adjudge them unnecessary; such fences to be erected by all companies hereafter organized, within twelve months after they enter upon and take possession of the lands through which their railroads pass.

1893, ch. 210. Commissioners may make orders relative to fences. Section 3506 of the general statutes is hereby amended to read as follows : Said commissioners shall make special investigation as to the necessity on condition of the fences on the line of any railroad, when so requested in writing, and when deemed necessary shall issue their order directing the company operating said railroad to erect or repair said fences. Said order shall specify the place or places, the manner in which and the

time within which the fence is to be erected or repaired, which order shall be served upon said company by some indifferent person by leaving with its secretary, or at his usual place of abode, a true and attested copy thereof within six days from its date, or by depositing within said time such copy, postage paid, in the post-office for transmission by registered letter, addressed to such secretary, at his office.

SEC. 3507. If any railroad company shall neglect to comply with any such order it shall forfeit to the State one hundred dollars per month for each and every month of such neglect. The railroad commissioners shall give notice of all such forfeitures to the State Treasurer, who shall collect the same. And any person who, without neglect on his part, shall suffer damage by reason of the neglect of any railroad company to erect or maintain fences as required by law, may recover such damage from such company.

SEC. 3508. When it shall be the duty of the owner of land adjoining any railroad to erect or maintain a fence between said land and said railroad, and such owner shall have unduly neglected to erect or maintain the same, and it shall have been erected or maintained by the railroad company in conformity to the order of the railroad commissioners, said company may collect the cost of erecting and maintaining such fence from such owner. Such cost shall be a lien in favor of such company on said land, and it shall take precedence of every other lien or incumbrance on said land, and may be foreclosed in the same manner as a mortgage lien, but shall not continue in force unless said company shall, within sixty days after the completion of said fence, lodge a certificate with the town clerk of the town in which said land is situated, describing said land and specifying the amount claimed as a lien thereon, and the dates of the commencement and completion of said fence, which certificate shall be recorded by said town clerk on the land records of said town.

SEC. 3509. When by contract neither the owner of such land nor the railroad company can oblige the other to erect or maintain the fence, or such owner or his grantor has agreed not to require the railroad company to erect or maintain such fence, and the same shall have been so erected or maintained by any company by order of the railroad commissioners as aforesaid, said railroad company may collect one-half of the cost of erecting and maintaining the same from such owner, and the same

1881, ch. 66.

Penalty for neglect.

1881, ch. 66.

When the duty of owner of adjoining land to maintain fence is neglected.

1881, ch. 66.

When fence is to be maintained jointly.

shall be a lien on the lands of such owner as provided in the preceding section.

1886, ch. 77.
Use of barbed
wire regulated.

SEC 2274. No barbed wire shall be used within five feet of the ground along any sidewalk or public highway, without the written consent of a majority of the selectmen of the town, the members of the common council of the city, or the warden and burgesses of the borough in which such sidewalk or highway is situated.

1889, chap. 126.
Barbed wire not
to be used on
fences between
adjoining prop-
rietors.

SECTION 1. No person or corporation shall make use of any barbed wire in the construction of fences, or have any barbed wire upon existing fences between their own premises and those of any adjoining proprietor, within twenty-five rods of any house or barn belonging to such proprietor, without first obtaining his written consent thereto.

Penalty.

SEC. 2. Any person or corporation who shall violate the provisions of this act shall be fined not more than one hundred dollars.

1889, ch. 143.
Barbed wire
fence not to be
used on grounds
of school or
other public
building.
Penalty.

SECTION 1. No barbed wire shall be used in the construction of fences, or retained upon existing fences, connected with or enclosing the grounds of any public school or other public building in this State.

SEC. 2. Any person who shall violate the provisions of this act shall be fined not more than one hundred dollars.

1881, ch. 66.
Roads operated
by trustees.

Sec. 3510. When any railroad shall be operated by a trustee or trustees, the duties and liabilities imposed and the right conferred by the five preceding sections upon companies operating railroads are hereby imposed and conferred upon such trustee or trustees. All orders of the commissioners upon such trustees shall be served by leaving a true and attested copy of such order with or at the usual place of abode of one of such trustees, by some indifferent person, within six days of the date thereof.

G. S. 1875, 326,
§ 46.
State's Attor-
ney to complain
if company neg-
lects to repair
highway.

SEC. 3511. When any railroad company shall neglect to construct any highway or bridge which it is its duty to construct, or to keep in repair any bridge, embankment, filling, or abutment, which it is its duty to maintain, the State's Attorney in any county wherein such neglect exists, or in which the whole or any part of said highway or bridge is situated, shall make complaint thereof to the superior court for such county, which shall proceed in the same manner against

said railroad company as is required against towns neglecting to construct any road laid out by the superior court, or to keep in repair any public road within their limits, which it is their duty to construct or keep in repair.

SEC. 3512. When the railroad commissioners shall recommend to any railroad company that any changes or alterations ought to be made in the roadway or bridges of such railroad company, in order to make the same safer and more permanent, and, to carry out such recommendation, it shall be necessary for such company to acquire any property or estate, or any interest in or to the same, such company may condemn and take such property, estate, or interest, in the same manner as is provided for taking, appraising, and paying for land, in section 3464.

1887, ch. 30.
Taking of property by railroad companies in certain cases.

Chapter CCXVI.

DEPOTS.

SECTION.

3513. When railroad trains to stop near villages.
3514. Stations, how established on petition to judge of superior court.
3515. Security for compensation of engineer.
3516. Stations not to be abandoned, without approval of commissioners.

SECTION.

3517. Abandoned stations how re-established.
3518. Appeals from railroad commissioners.
3519. Application to superior court to compel stoppage of trains at depots.
3520. Hearing before committee.
3521. Report of committee.
3522. Order of court, how enforced; costs.

SEC. 3513. When the business center of any village containing two hundred inhabitants is more than one and a half mile from the nearest station on a railroad, and not more than one-third of a mile from said road, the railroad commissioners, upon the petition of twenty of said inhabitants, after due inquiry, may make such orders in regard to the stoppage of any of the trains upon said railroad, at or near said village, for the purpose of receiving and discharging passengers and freight, as they shall deem just and reasonable; and no railroad company whose trains may be thus required to stop shall charge more than five cents for each mile and fraction of a mile, for transporting passengers between such stopping-place and the next station.

G. S. 1875, 326,
§ 47.
When railroad trains shall stop near villages.

SEC. 3514. When twenty electors shall present their petition to a judge of the superior court alleging that the managers of any unfinished railroad ought to establish a station at or near a place named, and that they have reason to fear that said managers do not intend so to do, he shall, after due notice to said managers, appoint a practical engineer skilled in the construction

G. S. 1875, 327,
§ 48.
Stations, how established.

Petitions to be dismissed if found untrue; engineer and commissioners to make separate reports if they disagree.

G. S. 1875, 327, § 49.
Security for compensation of engineer.

G. S. 1875, 327, § 50.
Stations not to be discontinued without approval of commissioners.

1889, ch. 90.
Abandonment of railroad station, the line changed.

Notice of hearing.

of railroads, who, after being duly sworn, shall, with the railroad commissioners, hear said petition, after due notice to all parties in interest; and if on such hearing said commissioners concur with said engineer in finding such petition true, they shall in writing designate the place within the limits embraced in said petition, where said company shall establish and maintain a suitable station; and said company shall establish and maintain said station at such place; if the commissioners shall concur with said engineer in finding said petition untrue, they shall dismiss the same; and if said engineer shall not concur with said commissioners, he and they shall each make a written report of the facts found by them, respectively, and of their respective opinions thereon, to said judge, who shall thereupon make such order as, upon an examination of said reports, he may deem reasonable; and any order so made by him against said company shall be binding upon it.

SEC. 3515. Said judge may at any time require said petitioners, on penalty of dismissal of their petition, to give such security as he shall order for the payment of such fees and expenses of said engineer as shall be taxed by him after due hearing of the parties thereon, which shall be paid by the petitioners; but if said judge shall so order, the whole or a part thereof shall be refunded by said company to the petitioners.

SEC. 3516. No railroad company shall abandon any station on its roads, in this State, after the same has been established for twelve months, except with the approval of the railroad commissioners, given after a public hearing held at such station, notice of which shall be posted conspicuously in said station for one month previous to the hearing.

SECTION 1. Whenever the directors of any railroad company shall change the location of the track of any railroad owned or leased by such company, for the purpose of improving the line of the railroad, and shall desire to abandon the former line, and there shall be any railroad station upon the line which it is proposed to abandon, such directors may apply in writing to the railroad commissioners for authority to abandon the use of such station after a new station has been provided at some convenient point upon the new line of such railroad.

SEC. 2. Whenever an application is made to the railroad commissioners under the provisions of the

foregoing section, they shall fix a time and place for a hearing in relation to the same, and they shall give notice of the same by causing to be posted at least thirty days before the time of such hearing, in the railroad station which it is proposed to abandon, a copy of such application and order of notice.

SEC. 3. The railroad commissioners shall have power, ^{Fixing of new location.} upon any application brought and heard under the preceding sections, to fix the location of a new station upon the new line of railroad, and when such new station has been constructed and opened for the use of the public, the railroad company in whose behalf the application is brought may abandon the old station.

SEC. 3517. Any station on any railroad in this State, ^{G. S. 1875, 327,} which was abandoned between the first day of January ^{§ 51.} and the fourth day of July, 1866, shall, upon the petition ^{Abandoned stations, how re-established.} to the railroad commissioners of thirty freeholders ^{37 Conn., 153.} residing in the town where such station was located, be restored, upon the approval of said commissioners given after a public hearing held at the station nearest to said abandoned station, and after notice of said hearing shall have been conspicuously posted at the place of hearing for one month previously to the hearing.

SECTION 1. Whenever any railroad station, freight ^{1893, ch. 165.} or passenger, on any railroad in this State, shall be de- ^{Stations destroyed, how rebuilt.}stroyed or materially damaged from any cause, and thereby rendered unsuitable for use, it shall be the duty of the railroad company owning the same to rebuild or repair said station within a reasonable time.

SEC. 2. If said railroad company shall neglect to ^{When company neglects.} rebuild or repair any station destroyed or damaged within a reasonable time, the railroad commissioners shall make such order regarding the rebuilding or repairing of the same as they shall deem just and proper, and said order may be enforced by mandamus brought in the name of the State.

SEC. 3. This act shall take effect upon its passage.

SEC. 3518. Any person aggrieved by any order of ^{G. S. 1875, 327,} the railroad commissioners, upon any proceeding ^{§ 52.} relative to the location, abandonment, or changing of de- ^{Appeals from railroad commissioners.}pots or stations to which he was or ought to have been ^{1889, chap. 213.}made a party, may appeal from the same to the superior court of the county in which the cause of appeal shall arise, within thirty days after the publication of such order, by a petition in writing with a proper citation

signed by competent authority to all parties to said proceedings having an interest adverse to him, to be served upon them at least twelve days before the return day; and said court may hear said appeal and re-examine the question of the propriety and expediency of the order appealed from, either by itself or a committee, and shall proceed thereon in the same manner as upon complaints for equitable relief; and in case said order is not affirmed, may make any other order in the premises that it may deem proper and which might have been made by the railroad commissioners therein, and may award costs at its discretion. Such appeal shall be a *supersedeas* of the order appealed from until the final action of the court thereon, and said final order may be enforced by said court by attachment, mandamus, or otherwise, as it shall deem proper.

G. S. 1875, 328,
§ 53.
Application to
superior court
to compel com-
panies to stop
passenger
trains at depots.

SEC. 3519. When any railroad company in this State shall refuse to stop any of its passenger trains at any station, ten freeholders of the town in which such station is situated may make their application in writing to the superior court, and if said court is not in session, to any judge thereof, praying that said company may be ordered to stop the train or trains mentioned in said application at said station, to which application a citation shall be annexed, and the same shall be served upon such company at least six days before the return day named therein.

G. S. 1875, 328,
§ 54.
Hearing before
committee.

SEC. 3520. Said court, or judge, as the case may be, shall appoint a committee of three disinterested persons, who, being first duly sworn, shall hear and decide upon said application at such time and place and with such notice to those interested as said court or judge shall order; and if said committee shall be of opinion that said application ought to be granted, they may order said company to stop its train or trains in the manner prescribed in said order, and make such other order as they shall deem just and reasonable, and shall make return of their doings to the next session of said court.

G. S. 1875, 328,
§ 55.
Report of com-
mittee.

SEC. 3521. Upon such return, either party may object to the acceptance of the same for irregularity or improper conduct, and the court for such cause may set it aside and order a rehearing; but if the court accept the same it shall be conclusive, and said company shall obey said order.

G. S. 1875, 328,
§ 56.
Order, how en-
forced; costs.

SEC. 3522. Said order may be enforced by *mandamus*, and the costs of said proceeding may be taxed by said committee against either or both of said parties.

Chapter CCXVII.

OBLIGATIONS OF AND TO COMPANIES.

SECTION.

3523. Railroad trains on Sunday restricted.
 3524. Freight not to be handled on Sunday between certain hours.
 3525. Penalty.
 3526. Rates of fare on Sunday trains; penalty.
 3527. Construction of preceding sections.
 3528. Companies to use standard time.
 3529. To afford each other mutual facilities.
 3530. How compelled to make proper connections.
 3531. To maintain safe approaches to stations.
 3532. Trunk roads to afford equal facilities to intersecting roads.
 3533. How to compel them to do this.
 3534. Order by commissioners as to railroad connections.
 3535. All connecting roads to have equal facilities.
 3536. Penalty.
 3537. Freight cars to be provided with safety couplers.
 3538. Such couplers to be approved by commissioners.
 3539. Penalty.
 3540. Connecting aprons; hand-cars not to be left near crossings; drinking-water for passengers; baggage checks; names of depots to be posted up; designation of destination of trains.
 3541. Fraudulent evasion of payment of fare.
 3542. Change in commutation fares.
 3543. Transportation of milk.
 3544. Penalty for refusing to transport milk.
 3545. Freight charges for shorter distance not to exceed charges for longer distance.
 3546. Penalty.
 3547. Penalty for refusing to transport material for repair of another road.

SECTION.

3548. Penalty for refusing to give receipt.
 3549. Certain employes to wear badges.
 3550. Trespassers on cars or track, and on platform at station.
 3551. Complaint by railroad agents.
 3552. Punishment.
 3553. Engines, bells, and whistles.
 3554. To be sounded at crossings.
 3555. May be sounded by assistant engineer or fireman.
 3556. Commissioners may require sounding of whistle at crossings.
 3557. Engineers to have copies of this law, and be sworn to obey it.
 3558. Blowing of whistle dispensed with, when.
 3559. Duty of companies in that case.
 3560. Stopping trains at bridges and crossings.
 3561. Penalty.
 3562. Duty of commissioners on complaint of interference with navigation by use of drawbridges.
 3563. Stopping trains at depot near drawbridges.
 3564. Switches at railroad junctions.
 3565. Special order by commissioners as to passing crossings without stopping.
 3566. Number of brakemen required on a train.
 3567. Companies to give notice to commissioners of accidents, etc.
 3568. Trains to be provided with hospital stretcher.
 3569. Commissioners may make orders relative to heating and lighting cars, and report neglect to General Assembly.

SEC. 3523. No railroad company shall run any train on any road operated by it within this State, between sunrise and sunset on Sunday, except from necessity or mercy; *provided*, that, before ten o'clock and thirty minutes in the forenoon and after three o'clock in the afternoon it may run trains carrying the United States mail, and such other trains or classes of trains as may be authorized by the railroad commissioners of this State, on application made to them on the ground that the same are required by the public necessity, or for the preservation of freight.

SECTION 1. The railroad commissioners are hereby empowered, on application made to them on the ground of public necessity, to authorize the running on any railroad of any train or trains carrying the United States mail or any other trains between ten o'clock and thirty minutes in the forenoon and three o'clock in the afternoon on Sunday.

1887, ch. 11.
 Railroad trains
 on Sunday
 restricted.

1899, ch. 48.
 Sunday trains.

Repeal.

SEC. 2. All acts and parts of acts inconsistent herewith are hereby repealed.

SEC. 3. This act shall take effect from its passage.

1899, ch. 63.
Sunday laws not
applicable to
running of
electric cars.

SECTION 1. No law of this state affecting travel, business, or labor on Sunday, or the operation on Sunday of any railroad or railway, shall apply to any railroad company or street railway company so as to prohibit or limit the operation, on Sunday, of electric cars.

SEC. 2. This act shall take effect from its passage.

1887, ch. 11.
Freight not to
be handled on
Sunday
between certain
hours.
1889, ch. 23.

SEC. 3524. No railroad company shall permit the handling, the loading, or the unloading of freight on any road operated by it, or at any of its depots or stations within this State, between sunrise and sunset on Sunday, except from necessity or mercy; *provided, however,* that the railroad commissioners of this State may suspend the operation of this section, so as to permit the handling, the loading, or the unloading of freight by transfer of said freight between steamboats and cars, until eight o'clock in the forenoon, at any depot or station where, upon application made to them, they shall find that the same is required by the public necessity or for the preservation of freight.

1887, ch. 11.
Penalty.

SEC. 3525. Every railroad company which shall violate any of the provisions of the two preceding sections shall forfeit to the State the sum of two hundred and fifty dollars for any such violation.

1895, ch. 123.
Passenger fares
on railroads on
Sundays.

SECTION 1. No railroad company shall transport passengers on Sunday upon any train, deemed necessary according to the intent of section 3523 [of the general statutes], for less than the regular fare collected on week days, including commutation, season, and mileage tickets, and no railroad company shall issue or accept for any travel on said day excursion or other special bargain tickets, under penalty of a forfeiture to the state of fifty dollars for each and every violation of this provision.

SEC. 2. Section 3526 of the general statutes is hereby repealed.

SEC. 3. This act shall take effect from its passage.

1887, ch. 11.
Construction of
preceding
sections.

SEC. 3527. The provisions of the four preceding sections shall not affect statutes which prohibit secular work or recreation on Sunday, except so far as they may be found in their operation to be inconsistent with them.

SEC. 3528. Every railroad company in their public advertisements and time tables shall make use of the standard time of this State for all stations within the State, and every railroad company which violates this section shall forfeit to the State twenty-five dollars.

1883, ch. 54.
Railroad companies to use standard time.
Penalty.

SEC. 3529. Every railroad company shall run its trains each way for passengers at such times and in such manner as to afford reasonable facilities for receiving passengers from, and delivering them to the other railroads in this State, connected therewith; and when the business connections of the railroad of any company with the railroad of any other company are not convenient and reasonable for the accommodation of passengers over said road, said company shall make such connections as the public travel and business may require.

G. S. 1875, 328, § 57.
Companies to afford each other mutual facilities.

SEC. 3530. Any person who shall be aggrieved by the neglect of any railroad company to make such connections, may prefer a petition against such company to any judge of the superior court, who is not a resident of the county in which the grievance complained of exists, averring such neglect, which petition shall be served upon the respondents at least twelve days before it is made returnable; and said judge shall, by himself or by a committee, inquire into the allegations of the petition, after such notice of the hearing as he shall order, and, if the allegations in the petition are found to be true, shall order such company to make such connections, on penalty of forfeiting to the petitioner not less than fifty dollars for each day that it shall fail to comply with said order; and in such case the judge may tax costs at his discretion, and issue execution therefor.

G. S. 1875, 328, § 58.
How compelled to make proper connections.

SECTION 1. Any person claiming to be aggrieved by the neglect of any railroad company or companies to make connections, as provided in section 3529 of the general statutes, may, upon the written approval of the selectmen of any town through which such railroad passes, bring his petition in writing to the railroad commissioners, averring such neglect, whereupon said commissioners shall appoint a time and place for hearing the same and give reasonable notice thereof to said petitioner and to the railroad company or companies, and after such hearing said commissioners shall make such order relating to such connection as they shall find to be practicable and reasonable.

1889, ch. 131.
Complaints against railroad for neglect to make connections.

Company failing to comply with order of railroad commissioners.

SEC. 2. The railroad commissioners shall communicate their decision to the petitioner and to the railroad company or companies within twenty days after the final hearing, and any railroad company failing to comply with such order within ten days after receiving notice of said decision shall forfeit fifty dollars, half to the petitioner and half to the State, for each day that it shall fail to comply with said order after the expiration of ten days from the time of receiving said notice.

Repeal.

SEC. 3. All acts and parts of acts inconsistent herewith are hereby repealed.

1883, ch. 84.
Providing safe approaches to railroad stations.

SEC. 3531. Every railroad company shall maintain a safe approach for carriages to all its passenger stations from a contiguous or neighboring highway, and shall not permit such approach to be obstructed in any manner for a reasonable time before and after the arrival of every passenger train stopping at such station. The railroad commissioners are empowered to make such orders as they deem necessary and reasonable in each case to which their attention is called. Every railroad company violating such an order of the railroad commissioners shall forfeit to the State one hundred dollars for every day that such order is violated.

Penalty.

G. S. 1875, 329, § 59.
Trunk roads to afford equal facilities to intersecting roads.

SEC. 3532. When the railroad of any company, being a trunk road, shall, at or near the same place, connect with or be intersected by two or more other railroads, which are competing lines for the business to or from such trunk railroads, equal facilities, including price and rates, shall be afforded by the company operating said trunk road to each of said competing roads in the interchange of cars and transportation of freight, as well as in ticketing passengers and checking baggage.

G. S. 1875, 329, § 60.
How to compel companies to furnish such facilities.

SEC. 3533. If any such competing railroad company shall at any time deem itself aggrieved in reference to such facilities, its managers may complain to the railroad commissioners, who, after due notice and hearing, shall prescribe such regulations as will, in their judgment, secure reasonable facilities for the accommodation of the business of each of said connecting railroads, and fix the terms on which such facilities shall be afforded by or to each of said railroad companies; and the superior court may compel the performance thereof, by attachment, *mandamus*, or otherwise, and the expenses of the proceedings shall be paid by said parties, as shall be determined on by said court.

G. S. 1875, 329, § 61.

SEC. 3534. When it shall appear to the railroad commissioners, by the written complaint of the presi-

dent, or a majority of the directors, of any railroad company in this State, or a majority of the selectmen of any town through which any railroad passes, that the business connections of any other railroad connected with such railroad are not convenient and reasonable for the accommodation of the inhabitants on the line of such road, said commissioners shall forthwith cause a notice to be given to all parties interested, specifying the time and place of hearing such complaint, and on such hearing, if good and sufficient cause exist, shall make such regulations in relation thereto as they shall deem proper; and any railroad company neglecting to comply with such regulations shall forfeit to the State twenty-five dollars for each day of such neglect.

SEC. 3535. Every railroad company owning or operating any railroad, located wholly or in part within this State, which connects with any other railroad in this State, shall receive, and with reasonable dispatch draw over the same the passengers, merchandise, and cars of the company owning or operating such connecting railroad, and shall not in any manner discriminate as to time and price for such hauling against said connecting railroad in favor of other shippers at said point of connection; and if any such company shall fail so to do, complaint may be made thereof by such connecting railroad to the railroad commissioners, who, after reasonable notice to such company complained of, shall, if upon a hearing they find the complaint true, order such company to receive and forward, as herein provided for, such passengers, merchandise, and cars as may be delivered to it by said connecting railroad.

SEC. 3536. Every railroad company refusing to conform to any order made, as specified in the preceding section, shall be fined twenty-five dollars.

SEC. 3537. Every railroad company operating any railroad located partially or wholly in this State shall cause every freight car that shall be built or purchased for use on such railroad, to be provided with couplers so arranged as to render the presence of any person between the ends of the cars unnecessary for the purpose of coupling the same.

SEC. 3538. No couplers shall be placed on any freight cars built or purchased as specified in the preceding section, nor shall any new couplers be substituted for any in use, until the same shall have been approved by the railroad commissioners, and such couplers shall be hung at such height above the face of the railroad track as shall be designated by such commissioners.

Order by railroad commissioners as to connections to be made.

G. S. 1875, 329, § 62.
All connecting roads to have equal facilities.

G. S. 1875, 330, § 63.
Penalty.

1882, ch. 55.
Freight cars to be provided with safety couplers.

1882, ch. 55.
Such couplers to be approved by railroad commissioners.

1882, ch. 55.
Penalty. LI

SEC. 3539. Every railroad company which shall permit a violation of the two preceding sections shall forfeit to the State for every such violation the sum of fifty dollars.

G. S. 1875, 330,
§ 64.
Connecting
aprons.

SEC. 3540. Every railroad company shall provide its passenger, baggage, mail, and express cars with suitable platforms to secure the safety of persons passing from car to car, or connecting aprons or bridges, to the approbation of said commissioners, except that freight or baggage cars need not be thus connected with the platform of a passenger car attached to a freight train; shall not allow any hand-car, or other car not moved by steam

Hand-cars.

belonging to it, and used upon its railroad, when removed from the railroad track (except when placed in a building prepared for it), to remain within fifty feet of any road or highway crossing said track; shall carry in each passenger car, in a tank or other suitable appurtenance, a sufficient quantity of good drinking water for the free use of the passengers, with a clean tumbler or cup for using it; or instead thereof shall carry through each passenger car, once an hour, a suitable quantity of good drinking water for the free use of the passengers, with suitable appurtenances for carrying it, and a clean glass tumbler for using it; shall give each passenger, who shall be separated from his baggage by said com-

1889.
Drinking water.

Checks for baggage.

pany, a receipt or check for it at the time of receiving it; and shall conspicuously post on each passenger depot building the name of the station, and on each passenger car which leaves the *termini* of their own or any other road, a legible card or cards, not less than three feet in length, with large letters, distinguishing way from express trains, and designating the direction in which the trains are next to move, unless such cards shall be dispensed with by the commissioners.

Name of station.

Designation of way and express trains.

1897, ch. 37.
Railroad companies may regulate the carrying of baggage in passenger cars.

All railroad companies, whether operating street railways or steam railroads, shall have the power to regulate, by reasonable by-laws, the kinds and sizes of packages or baggage which may be brought into cars in which passengers are seated, and the use of, and right to use, passenger seats and the passageways between the seats on cars.

1893, ch. 106.
Late trains, when bulletined.

SECTION 1. The railroad commissioners shall, whenever requested by twenty legal voters residing within two miles of any railroad station on any railroad in this State, or by the mayor of the city, the first selectman of the town, or the warden of the borough in which said station is located, issue an order commanding the railroad company owning such station to bulle-

tin the arrival and departure of all trains over ten minutes late, together with a statement of the cause of the delay of said trains.

SEC. 2. No such order shall be rescinded except after hearing by said railroad commissioners held at or near such station, of which hearing reasonable notice by mail shall be given to at least five signers of such request. Orders not to be rescinded, except.

SEC. 3. Any railroad company failing to comply with any such order shall be subject to the penalties prescribed in section 3424 of the general statutes. Penalty.

SEC. 3541. No person shall fraudulently evade or attempt to evade, the payment of any fare lawfully established by a railroad company, and whoever does not, upon demand, first pay such fare, shall not be entitled to be transported over any railroad; but conductors or employes of railroad companies shall not put a passenger off from trains between stations. G. S. 1875, 330, § 65. Penalty for fraudulently evading payment of fare.

SECTION 1. Every person who shall steal any ticket, coupon, check, or other paper or writing, lawfully issued by any common carrier, entitling or purporting to entitle the holder or proprietor thereof to a passage upon any railroad or in any vessel or other public conveyance; or who shall falsely make, alter, forge, or counterfeit any such coupon, check, or other paper or writing; or who shall embezzle any such ticket, coupon, check, or other paper or writing, shall be fined not more than five hundred dollars, or imprisoned in a jail not more than one year, or both. 1895, ch. 113. Penalty for theft or embezzlement of passage tickets.

SEC. 2. This act shall take effect from its passage.

SEC. 3542. No railroad company which has had a system of commutation fares in force more than four years shall alter or abolish it, except for the regulation of the price charged for such commutation; and such price shall, in no case, be raised to an extent that shall alter the ratio as it existed on the first day of July, 1865, between such commutation and the rates then charged for way fares, on the railroad of such company. Nothing herein contained shall, however, prevent any railroad company from issuing commutation tickets of a different system whenever the person to whom the same is issued is willing to accept the same. G. S. 1875, 330, § 66. Change in commutation fares. 1897, ch. 160.

Section 3542 of the general statutes or any amendments thereto shall not apply to any contracts between the state of Connecticut and any railroad company for the transportation of members of the general assembly. 1897, ch. 181. Law forbidding change in commutation fares not to apply to contract with the state.

G. S. 1875, 330,
§ 67.
Transportation
of milk.

SEC. 3543. Every railroad company shall transport milk for every person by the same trains and upon the same conditions as it transports milk for any other person.

G. S. 1875, 530,
§§ 41, 42.
Penalty for re-
fusing to trans-
port milk.

SEC. 3544. Every railroad company which shall will-fully refuse to transport milk for any person according to law, shall forfeit twenty dollars to him who shall sue therefor.

1885, ch. 82.
Freight charges
for shorter dis-
tance not to be
more than for a
longer distance.

SEC. 3545. No railroad company shall charge or re-ceive for the transportation of freight to any station on its road a greater sum than is at the time charged or re-ceived for the transportation of the like kind and quantity of freight from the same original point of departure, and under similar circumstances, to a station at a greater distance on its road in the same direction. Two or more railroad companies whose roads connect shall not charge or receive for the transportation of freight to any station on the road of either of them a greater sum than is at the time charged or received for the transportation of the like kind and quantity of freight from the same original point of departure and under similar circum-stances to a station at a greater distance on the road of either of them in the same direction. In the construc-tion of this section the sum charged or received for the transportation of freight shall include all terminal charges; and the road of a company shall include all the road in use by it, whether owned or operated under a contract or lease.

1885, ch. 82.
Penalty.

SEC. 3546. Every railroad company which violates any provision of the preceding section, in addition to the liability for all damages sustained by reason of such vio-lation, shall forfeit two hundred dollars, to be recovered to his own use, by the party aggrieved, or to the use of the State by the State's Attorney of the county in which such violation was committed, but no action for any such forfeiture shall be maintained unless the same is brought within one year from the date of such violation.

1879, ch. 115.
Penalty for re-
fusing to trans-
port material
for repair of
another road.

SEC. 3547. Every railroad company which shall re-fuse to transport over the line of its road any railroad ties, sleepers, or material to be used in the construction or repair of any other railroad, at the same rate or price as other freight of the same class, shall forfeit not less than fifty nor more than three hundred dollars, half to him who shall sue therefor, and half to the State.

G. S. 1875, 530,
§ 45.
Penalty for
refusing to give
receipt.

SEC. 3548. Every railroad company which shall re-fuse to give a receipt to the owner or shipper of any com-modity delivered to it for transportation, describing such commodity, shall forfeit to such owner or shipper fifty dollars.

SECTION 1. No steam railroad company in this state shall receive for transportation or transport any explosive material or compound, except in accordance with such regulations as shall be prescribed by the board of railroad commissioners, and said board is hereby authorized to make and prescribe such regulations, which shall supersede and render invalid and void all other regulations relative to the transportation of such material or compound by steam railroad companies in this state. 1899, ch. 8.
Railroad commissioners to make regulations for transportation of explosives.

SEC. 2. It shall be the duty of the railroad commissioners to notify all steam railroad companies of their aforesaid regulations, which notice shall be in writing. Steam railroads to be notified.

SEC. 3. After said regulations shall be made and prescribed by said board of railroad commissioners, and after receipt of the aforesaid notice, any railroad company transporting any explosive material or compound, except in accordance with said regulations, shall be punished by a fine of not less than ten or more than five hundred dollars for each offense. Penalty for violation.

SEC. 4. All acts and parts of acts, public and private, including provisions in municipal charters, inconsistent with this act are hereby repealed. Repeal.

SEC. 5. This act shall take effect from its passage.

SECTION 1. No railroad company, owning or operating any railroad in this State, shall claim, demand, or collect from any shipper or consignee of merchandise or freight, any sum, damage, or charge for the delay or detention of cars in loading or unloading the same, for any period of less than four consecutive days, Sundays and legal holidays excluded; such four days to be computed from the time the cars shall be accessible to the shipper or consignee for the purpose of loading and unloading the same. 1899, ch. 212.
Railroad company not to charge for detention of cars in loading or unloading.

SEC. 2. No railroad company shall claim, demand, or collect from any consignee of merchandise or freight, any sum or charge for the storage of any merchandise or freight in any freight house, or warehouse, or other structure, for any period less than two consecutive days, Sundays and legal holidays excluded; such two days to be computed from the time of the arrival of such merchandise or freight at the place of delivery. Any railroad, violating this or the preceding section, shall forfeit double the amount collected to any person suing therefor. Nor to collect for storage for time less than two days.

SEC. 3. No railroad company shall have any lien upon any merchandise or freight carried or transported by such railroad company for any charges for carrying Nor to have lien for freight or advances, unless.

such freight, or for any advances upon freight so carried or transported, unless such railroad company shall, upon request, deliver to the consignee of such freight or his agent, for his own use, a copy of the bill or statement of such charges and advances as the same appears upon the way-bill held by such company.

G. S. 1875, 330,
§ 68.
Certain
employes to
wear badges.

SEC. 3549. All the conductors, brakemen, and baggagemen, employed upon the passenger trains of any railroad company, shall wear, when on duty, in a conspicuous place, a badge denoting their respective duties, and the name of such company.

G. S. 1875, 330,
§ 69.
Being on car
platforms or
grounds, or
driving on
track.

SEC. 3550. No person shall, without the permission of the managers of the railroad, be upon, or attach himself to, any engine or car upon the track of any railroad, or occupy any part of the platform or grounds of any railroad station, nor ride, drive, or lead any beast on said track, except for the purpose of crossing it.

G. S. 1875, 330,
§ 70.
Agents of
companies to
make com-
plaint.

SEC. 3551. Every station agent of any railroad company, who shall know or have immediate information that any person has violated any provision of the preceding section, shall forthwith notify a grand juror or other informing officer of the town in which said offense shall have been committed.

G. S. 1875, 331,
§ 71.
Punishment.

SEC. 3552. Every person who shall violate any provision of the two preceding sections shall be fined not more than fifty dollars, or imprisoned not more than thirty days, or both.

G. S. 1875, 331,
§ 72.
Engines to
have bell and
whistle.

SEC. 3553. Every engine used upon any railroad shall be supplied with a bell of at least thirty-five pounds weight, and a suitable steam whistle, which bell and whistle shall be so attached to such engine as to be conveniently accessible to the engineer, and in good order for use.

1899, ch. 6.
Signals of trains
operated by
electricity by
steam railroad
companies.

SECTION 1. Any steam railroad company operating any trains by electricity may, on such trains, provide and use an air whistle in lieu of a steam whistle as provided by sections 3553 and 3554 of the general statutes; and such provision and use on trains operated by electricity shall be deemed to be a full compliance with the requirements of said sections.

SEC. 2. This act shall take effect from its passage.

G. S. 1875, 331,
§ 73.
Engineers
to sound bell or
whistle when
crossing high-
ways, etc.

SEC. 3554. Every person controlling the motions of any engine upon any railroad shall commence sounding the bell or steam whistle attached to such engine when such engine shall be approaching, and within eighty rods of the place where said railroad crosses any highway

at grade, and keep such bell or whistle occasionally sounding until such engine has crossed such highway; and the railroad company in whose employment he may be shall pay all damages which may accrue to any person in consequence of any omission to comply with the provisions of this section; and no railroad company shall knowingly employ any engineer who has been twice convicted of violating the provisions of this section.

SEC. 3555. Every engineer in charge of a locomotive engine may direct and authorize any fireman or assistant engineer who is under his authority at the time, to perform the duties imposed upon such engineer by the preceding section, but nothing in this section shall be construed as relieving the engineer from any liability or responsibility.

1887, ch. 27.
Assistant engineer or fireman may sound bell or whistle at crossing. Engineer's responsibility not relieved.

SEC. 3556. When it shall appear to the railroad commissioners, upon the written complaint of the selectmen of any town, that public safety requires the sounding of the engine whistle at any highway crossing when the train passes over or under such highway, they shall make such order in relation thereto as they shall deem proper.

1882, ch. 94.
Commissioners may, upon complaint, require sounding of whistle at crossing.

SEC. 3557. No railroad company shall permit any person to drive any engine upon any railroad operated by such company unless he shall have first received a printed copy of this section and of sections 3553 and 3554, and shall have made oath that he will faithfully comply with the provisions thereof.

G. S. 1875, 331, § 74.
Engineers to have copies of this law and be sworn to obey it.

SECTION 1. When the selectmen of any town, the mayor and common council of any city, or the warden and burgesses of any borough shall bring their petition in writing to the railroad commissioners representing that the interests of the public require that the blowing of the locomotive whistle upon a railroad as a warning to the public at certain points within the limits of such town, city, or borough shall be dispensed with, said commissioners shall appoint a time and place for hearing said petition, and shall give reasonable notice thereof to the petitioners and the company operating said railroad. And if, after such hearing, they shall be of opinion that the sounding of the whistle as a warning to the public can be dispensed with without danger, they shall direct said railroad company to omit said danger signal and require any other signal in lieu thereof which they shall judge best at such points as they may specify. The railroad commissioners may from time to time thereafter, upon the petition either of said railroad company, or of the selectmen, or the

1895, ch. 139.
Powers of railroad commissioners as to blowing of locomotive whistles.

mayor and common council, or the warden and burgesses, after due notice and a hearing, modify or annul any such order.

Duty of railroad company.

SEC. 2. It shall be the duty of such railroad company to obey any order of the railroad commissioners made in accordance with the foregoing section.

Previous orders to remain in force.

SEC. 3. Sections 3558 and 3559 of the general statutes are hereby repealed, but any orders heretofore made thereunder by the railroad commissioners shall remain in force unless modified by them in the manner provided in section one of this act.

G. S. 1875, 331,

§ 75.
Trains to stop before crossing draw-bridge, or railroad crossing.

SEC. 3560. All railroad trains shall be brought to a full stop, at a distance not less than two hundred feet, nor more than eight hundred feet, from the draw in every drawbridge upon the line of the railroad over which they are to be run, and from every point where such railroad is crossed by another railroad, and in plain sight of the same, before being run upon or over such draw or crossing; but the railroad commissioners may in writing authorize the passing of any draw or any railroad crossing, without stopping as aforesaid, when, in their opinion, it can be done consistently with public safety.

G. S. 1875, 331,

§ 76.
Penalty for violation.

SEC. 3561. Every person running such a train, who shall violate the provisions of the preceding section, shall be fined not more than one hundred dollars, or imprisoned not more than three months; and the president and directors of any railroad company who shall knowingly permit any violation of the same, shall be fined five hundred dollars.

1885, ch. 81.

Duty of commissioners on complaint of interference with navigation by use of draw-bridge.

SEC. 3562. It shall be the duty of the railroad commissioners to investigate any and all complaints made to them of interference with navigation in the uses of drawbridges over any navigable waters in this State, and to make such orders in reference thereto as will in their judgment remove, so far as possible, all just cause of grievance consistent with the rights of parties that may be affected thereby, and the public safety.

G. S. 1875, 331,

§ 77.
Passenger trains to stop at nearest regular station to a drawbridge.

SEC. 3563. All trains which are obliged to come to a full stop before crossing any drawbridge, shall, when the railroad commissioners shall so order, stop at the regular station nearest to such drawbridge for a sufficient length of time to accommodate passengers who may desire to enter or leave said trains, if said station is in full view of said drawbridge, and not more than one hundred and twenty rods therefrom.

G. S. 1875, 331,

§ 78.
Switches at railroad junctions.

SEC. 3564. No railroad company shall permit any passenger train to be run over any switch, at any rail-

road junction of different roads, or any station where such train does not regularly stop, or is not then to be stopped, unless there be, at the time when such train shall arrive near such switch, a switchman standing at such junction switch, or the station switch so first approached with a white flag by day, or a light at night, to indicate that such switches are in a proper position for the passage of such train; or unless, in the absence of such switchman, said train shall first be brought to a full stop, at the distance of not less than two hundred feet nor more than seven hundred feet therefrom; and every person who shall run a train over any such switch, contrary to the provisions of this section, shall be fined not more than one hundred dollars, or imprisoned not more than sixty days, or both; and the president and directors of any railroad company, who shall permit such train to be run over any such switch, contrary to the provisions of this section, shall be fined five hundred dollars; but the railroad commissioners may dispense with any such switchmen.

SEC. 3565. The commissioners may permit passenger trains to be run past any switch, station, or highway crossing without stopping, at such rate of speed as they may prescribe, upon the provision by said company of such safeguards for the protection of its passengers and the public as said commissioners may require; and for neglecting to make such provision, such company shall pay a fine of five hundred dollars.

G. S. 1875, 332,
§ 79.
When trains
may pass
switch, etc.,
without stop-
ping.

SECTION 1. The power to regulate the speed of steam railroad trains at points within the limits of all cities and boroughs shall be vested exclusively in the board of railroad commissioners.

1895, ch. 133.
Speed of rail-
road trains,
how regulated.

SEC. 2. All acts, or parts of acts, and provisions of any municipal charter inconsistent herewith are hereby repealed.

SEC. 3. This act shall take effect from its passage.

SEC. 3566. Upon every train run, or intended to be run, upon any railroad in this State, at a greater average speed than thirty miles an hour, between stations, and consisting of more than two passenger cars, one brakeman shall be kept at the brake of each car; but when the double-action brake is used on any such train but one brakeman need be kept upon and for every two cars connected with such train; and the railroad commissioners may grant permission to any railroad company to reduce the number of brakemen required upon passenger trains, when such company may have adopted a

G. S. 1875, 332,
§ 80.
Number of
brakemen on
train.

system of brakes to be operated by the engineer, which in the opinion of said commissioners may render such number of brakemen unnecessary; but said commissioners may revoke such permission when they consider the public safety requires; and on such revocation such company shall place upon its train the number of brakemen required by law.

G. S. 1875, 332,
§ 81.
1881, ch. 10.
Companies to
give notice to
commissioners
of accidents.

SEC. 3567. Every railroad company shall, within twenty four hours after the occurrence of any accident attended with personal injury, give notice of the same to the railroad commissioners, in writing, who, upon receiving such notice, or upon public rumor of such accident, may repair, or dispatch one of their number to the scene of said accident, and inquire into the facts and circumstances thereof; and the commissioners shall, without charge, furnish any person injured, or the friends of any person killed, any information they may have acquired in relation to any disaster, and the names of the persons from whom the same was obtained, or by whom the same may be proved.

1883, ch. 117.
Railroad trains
to be provided
with hospital
stretcher.

SEC. 3568. Every railroad company shall provide and cause to be placed in some car attached to every train passing over such railroad, and at every passenger station, a suitable hospital stretcher for use in case of accidents.

1887, ch. 90.
Railroad com-
missioners may
make orders
and report neg-
lect to General
Assembly.

SEC. 3569. The railroad commissioners may make any and all orders which shall seem to them to be required by public safety and prudence relative to heating and lighting passenger cars, and shall report any neglect by any railroad companies to comply with such orders to the General Assembly at its next regular session.

Chapter CCXVIII.

BONDS AND MORTGAGES.

SECTION.

- 3570. Loans and bonds.
- 3571. Mortgage of road.
- 3572. Mortgage, including rolling stock, etc., and foreclosure of same.
- 3573. Surrender of road to mortgage trustees.
- 3574. Limitation of liability of trustees in possession.
- 3575. Return and record of inventory.

SECTION.

- 3576. Rendition of quarterly accounts; foreclosure.
- 3577. Removal of trustees.
- 3578. Rights of prior incumbrancers saved.
- 3579. Trustees to have the powers of the company.
- 3580. Expenses and compensation of trustees.

G. S. 1875, 332,
§ 82.
1882, ch. 140,
§ 4.
Corporation
may borrow
money and
issue bonds.

SEC. 3570. Every railroad company may borrow money, and may secure the repayment of the same by its bonds, signed by its president, and countersigned by its treasurer; but before being issued said bonds shall be registered in the office of the Comptroller, and a certificate thereof shall appear on the face of each bond;

and the Comptroller shall cancel any bonds so registered which may be brought to him for that purpose, and enter said act of canceling in his register; but no railroad company shall issue any bonds of a less denomination than one hundred dollars, nor have bonds outstanding at any one time to a greater amount than one-half the actual cost of the construction of said railroad, or than one-half the sum which its president, treasurer, and an engineer, approved by the railroad commissioners, shall certify under oath has been actually expended upon its railroad; and any false swearing in the matter shall be perjury, and the Comptroller shall not permit the bonds of any railroad company, registered in his office, and uncanceled, to exceed the amount limited in this section. Such company may dispose of its bonds as shall be authorized by its stockholders. May sell bonds.

SEC. 3571. The company may secure said bonds by a mortgage of its property, or any part thereof, by deed duly executed by its president, under the corporate seal, to the Treasurer of the State, and his successors in office, in trust for the holders of said bonds, and recorded in the office of the Secretary of the State. G. S. 1875, 333, § 83. Railroad may be mortgaged to secure bonds.

Every railroad company which shall guarantee the payment of the principal or interest of any bonds, or dividend on any stock issued by any other corporation, shall cause such bonds and the certificates for such stock to be registered in the office of the Comptroller, and a certificate thereof shall appear on the face of each of such bonds and certificates of stock. And the Comptroller shall cancel any bonds and certificates of stock so registered which may be brought to him for that purpose, and enter said act of canceling in his register. But no railroad company shall guarantee bonds or stock to an amount which, together with the outstanding bonds issued by said guaranteeing company, shall exceed one-half the actual cost of the construction of the railroad of said company, the amount of which actual cost its president, treasurer, and an engineer approved by the railroad commissioners, shall certify under oath has been actually expended upon its railroad, and any false swearing shall be perjury. And the Comptroller shall not permit the registration of the bonds of any railroad company, or of any bonds whose principal or interest is guaranteed by such railroad company, or of any stock of another company upon which any income or dividend is guaranteed by such railroad company, so long as there are outstanding and uncanceled bonds of said company and bonds 1889, ch. 218. Bonds or stock of another corporation, guaranteed by a railroad company to be registered. Limitation of guaranty.

or stock guaranteed by said company, the principal of which said bonds and guaranteed bonds and stock all together is equal in amount to one-half the cost of the company's railroad to be certified in the manner hereinbefore set forth. And no railroad company shall issue its own bonds or guarantee the principal or interest of bonds or a dividend upon stock of any other company so long as there are outstanding and uncanceled its own bonds or the bonds or stock of another company, guaranteed, as aforesaid, to a principal amount equal to one-half the cost of said railroad company, as verified in the manner above set forth.

1877, ch. 38.
Mortgages of
railroad prop-
erty and fore-
closure of same.

SEC. 3572. When any railroad company has mortgaged, or shall mortgage, its railroad, pursuant to law, to secure its bonds, and has included or shall include in said mortgages all or any part of its rolling stock, locomotives, and cars, whether those owned by it at the date of said mortgage, or those thereafter to be acquired by it for use upon said railroad, or both, such mortgage shall be deemed valid and effectual, as respects all the property therein included as aforesaid, and may be foreclosed in the same manner as ordinary mortgages of real estate; and the record thereof in the office of the Secretary of the State shall be a sufficient record and notice to protect the title under the mortgage, notwithstanding such company may remain in possession of all or any part of the mortgaged property.

G. S. 1875, 333,
§ 84.
Surrender of
road to mort-
gage trustees.

SEC. 3573. When any railroad company shall have mortgaged its property or any part thereof, to any person, in trust, for the security of its creditors, or for the security of any class of them, and shall have made default in the payment of principal or interest, due to such creditors, any such creditor may bring his complaint to the superior court, in any county in which such railroad or any part thereof is located, setting forth such fact and claiming that such trustee may be placed in the possession of such property, for the benefit of such creditors; and such complaint shall be heard and determined at the first session of the court to which it is returnable, unless continued for reasonable cause; and if the allegations therein are found true, such court shall decree that the said company and its president and directors, under a suitable penalty, shall surrender such mortgaged property to the trustee, for the benefit of such creditors.

G. S. 1875, 333,
§ 85.
Limitation of
liability of
trustees in pos-
session.

SEC. 3574. When any such trustees shall have taken possession of any property in pursuance of the provisions of the preceding section, or in pursuance of any

authority contained in the mortgage or deed of trust, he shall take charge of and operate such railroad, or railroad property, for the benefit of the creditors for whom such trust was created, and shall not be personally liable for any cause or injury arising from the operation of such road, or while he may operate it, except for his willful mismanagement, or for any contracts made by him as such trustee; but all such property shall be liable for the acts and proceedings of such trustee, in the execution of his trust, to the extent of the interest of the creditors, for whose benefit he may act; and any proceeding for the purpose of making such property liable shall be brought against such trustee, describing him as such.

Trust estate
liable for acts of
trustee.

SEC. 3575. The trustee, upon taking possession of such property, shall make an inventory of all which may come into his possession under oath, and lodge it for record in the office of the Secretary of the State; and if any other property shall, from time to time, be discovered by him, he shall make and lodge a like inventory, under oath, as aforesaid.

G. S. 1875, 333,
§ 86.
Trustee to make
and return in-
ventory.
26 Conn., 121.

SEC. 3576. The trustee, shall, from time to time, while operating such road, file his account, quarterly, in the office of the Secretary of the State, of all moneys received or disbursed by him, in the course of his agency; and may proceed at his discretion, in the superior court, in any county in which such railroad, or any part thereof, is located, to foreclose said railroad company, and all subsequent incumbrancers, for the use of the bondholders, or other creditors for whom he acts; and such court may limit the time for the redemption of the mortgaged property, as in ordinary proceedings for the foreclosure of real property.

G. S. 1875, 333,
§ 87.
Trustee to ren-
der quarterly
accounts to
Secretary.
May foreclose
for the bond-
holders.

SEC. 3577. If such trustee shall neglect or unnecessarily delay to perform his duties, any creditor, represented by such trustee, may apply to the superior court in any county in which such railroad or any part thereof is located, for the removal of such trustee, which application shall be heard at the first session of said court; and upon such facts being found true, such court may remove the trustee from his office, and appoint another in his stead.

G. S. 1875, 334,
§ 88.
Superior court
may remove
trustee for
cause and ap-
point another.

SEC. 3578. Nothing in the five preceding sections shall affect any mortgage, trust, or lien upon the property foreclosed, which was created prior to the mortgage, trust, or lien, under which such trustee may act; but the trustees for all such prior incumbrancers may proceed, by foreclosure or otherwise, notwithstanding

G. S. 1875, 334,
§ 89.
Rights of prior
incumbrancers
not to be
affected.

any act or proceedings by subsequent incumbrancers or their trustees.

G. S. 1875, 334,
§ 90.

Trustees to
have the same
powers, etc., as
the corporation,

SEC. 3579. When any such railroad is in the possession of an assignee or trustee, he shall have the same rights, powers, and privileges as are conferred upon railroad companies; and all expenses and damages incurred by such persons so in possession, in good faith to improve the lines of the railroads so in their charge, shall be reimbursed to them from the earnings of such railroad while they have the possession thereof.

G. S. 1875, 334,
§ 91.

Expenses of
road, damages,
compensation
of trustee, etc.
to be deducted
from earnings.

SEC. 3580. The expenses of operating such railroad, or other property, including repairs and all other reasonable expenses of the trustee, and any damages incurred for any injury sustained during the time of his execution of said trust, and all claims secured by any prior mortgages or incumbrances, which shall have become payable before or during said time, and also a reasonable compensation to be allowed to the trustee by the superior court, shall be deducted from the earnings of the road, before any part of such earnings shall be paid to the creditors.

MISCELLANEOUS PROVISIONS.

1889, ch. 198.
Comptroller to
furnish trans-
portation
tickets to mem-
bers of General
Assembly.

SECTION 1. The Comptroller, whenever requested by any member or member-elect of the General Assembly so to do, shall procure from such railroad company or companies as may be necessary a ticket or tickets entitling said member to transportation by the most convenient route between Hartford and his home station, during the session of the General Assembly next to be holden, or then current, which ticket or tickets the Comptroller shall deliver to the said member upon receiving from him an assignment to the State of his mileage allowance for the session in question, which assignment shall be received in full payment therefor.

Payment
therefor.

SEC. 2. The Comptroller is hereby authorized and directed to pay for the tickets, so procured by him, such sum or sums as may reasonably be charged therefor by the railroad companies.

Railroad com-
pany not to
issue tickets to
members,
except.

SEC. 3. No railroad company shall issue to any member or member-elect of the General Assembly any ticket or other token entitling him to transportation to and from Hartford, during any session of the General Assembly, except as provided in section one of this act, unless such ticket be issued upon the same terms and at the same price as tickets are ordinarily issued by said company entitling the holder to an equivalent amount of travel

Chapter CCXIX.

SECTION.

3581. Responsibility for fire communicated by engine; insurable interest in land exposed.

3582. Notice of claim for damages by fire.

SECTION.

3583. Appraisal of damages for land condemned shall not include risk of fire.

3584. Water-closets at stations.

3585. Duties of railroad companies, on whom obligatory.

SEC. 3581. When any injury is done to a building or other property of any person, by fire communicated by a locomotive engine of any railroad company, without contributory negligence on the part of the person entitled to the care and possession of the property injured, the said railroad company shall be held responsible in damages to the extent of such injury to the person so injured; and every railroad company shall have an insurable interest in the property for which it may be so held responsible in damages along its route, and may procure insurance thereon in its own behalf.

1881, ch. 92.
Responsibility for fire communicated by engine.
52 Conn., 264.
54 Conn., 447.

SEC. 3582. No action shall be brought under the preceding section unless written notice of the claim is given to the defendant company within twenty days after the fire, specifying the day and hour of the fire, the property injured, and the amount claimed as damages. Such notice may be given by a letter signed by the claimant or his agent, mailed to the superintendent of the railroad, or delivered to its station agent at a station in the town where the fire occurred.

1881, ch. 92.
Notice of claim for damages by fire.

SEC. 3583. No appraisal of damages for land taken or injured by the location or construction of a railroad shall include any compensation for the increased risk of fire to any buildings erected on or to be erected on land outside of such location, on account of sparks from locomotive engines on such railroad.

1881, ch. 92.
Appraisal of damages for land condemned shall not include risk of fire.

SEC. 3584. Every railroad company operating steam railroads in this State shall maintain at each regular passenger depot on the railroad operated by them respectively such suitable water-closets as in the judgment of the railroad commissioners the public convenience may require; and said commissioners may make all necessary orders in the premises, and enforce the same by *mandamus*, in the name of the State.

1882, ch. 47.
Water-closets at stations.

SEC. 3585. All duties and obligations imposed by law upon railroad companies, in reference to returns to be made to the Comptroller or railroad commissioners, are hereby made obligatory and binding upon such corporations, and upon trustees, receivers, or other persons that lay out, construct, maintain, or operate a railroad operated by steam power.

1884, ch. 110.
Duties of "railroad companies," on whom obligatory.

Chapter CCXX.

RETURNS.

SECTION.

1. Forms for returns.
2. When to be made; to be signed and sworn to.
3. Penalty for neglect.

1889, ch. 172.
R. R. commis-
sioners to fur-
nish blanks for
railroad
returns.

SECTION 1. The railroad commissioners shall, on or before the thirtieth day of June, annually, furnish to every railroad company, and to the trustees operating any railroad, duplicate blanks for returns in the form required by the Inter-State Commerce Commission, which returns shall be for the year ending on said thirtieth day of June.

Companies to
make their re-
turns accord-
ingly.

SEC. 2. All companies or trustees receiving such blank forms shall return one of them to the commissioners on or before the fifteenth day of September in each year, with all questions fully answered, except where the answers would be "none" or "nothing," in which case the question itself may be stricken out. Said returns shall be signed and sworn to by the president or vice-president and treasurer of the company, or by a majority of the trustees making the same.

Penalty for re-
fusal or neglect.

SEC. 3. Every company, whose president or vice-president and treasurer or trustees shall refuse or neglect to make such returns, shall forfeit to the State twenty-five dollars for each day of such neglect or refusal, and such commissioners shall report such forfeiture to the State Treasurer, and the books of every railroad company shall at all times be open to the inspection of any committee of the General Assembly appointed for that purpose.

Repeal.

SEC. 4. Sections 3586, 3587, and 3588 of the general statutes are hereby repealed.

1899, ch. 198.
Trunk line of
New York, New
Haven and Hart-
ford Railroad
Company.

SECTION 1. For the purpose of annual reports to the railroad commissioners, the trunk line of the New York, New Haven and Hartford Railroad Company is hereby declared to be the line of road between Woodlawn Junction in the state of New York and Providence in the state of Rhode Island; and from New Haven in the state of Connecticut to Springfield in the state of Massachusetts.

This act not to
affect method of
taxation as
fixed for 1898.

SEC. 2. This act shall not affect the method of taxation of the trunk and branch lines owned by said railroad company as fixed by the board of equalization for the year 1898. And in case any railroad shall hereafter

be merged with said New York, New Haven and Hartford Railroad Company, the valuation of the railroad so merged for purposes of taxation shall not be less than the valuation for the year preceding the date of said merger.

SEC. 3589. Every railroad company shall make its annual returns strictly according to the forms provided, and if the officers or trustees find it impracticable to return all the items in detail as required, they shall, in their report, give the reasons why they cannot be given; but no company shall be excused for not giving such details because it does not keep its accounts in such manner as will enable it to do so. And when any such returns seem to said commissioners defective or erroneous, they shall notify the company or trustees making the same, and require the amendments of such returns within fifteen days, under the same penalty as is provided for refusing or neglecting to make returns.

1878, ch. 60.
Returns to conform strictly to the forms.

Commissioners may require amendment of defective returns, under penalty.

Every person who shall willfully make false report to the insurance commissioner or the railroad commissioners, or who shall testify or affirm falsely to any material fact in any matter wherein an oath or affirmation is required or authorized, or who shall make any false entry or memorandum upon any book, paper, report, or statement of any insurance or railroad company, with intent in either case to deceive the insurance commissioner or the railroad commissioners, or any agent appointed to examine the affairs of any such company, or to deceive the stockholders or policy-holders or any officer of any such insurance or railroad company, or to injure or defraud any such company, and any person who, with like intent, aids or abets another in any violation of this act, shall be imprisoned in the State prison not less than one nor more than five years.

1889, ch. 121.
Making false report to insurance or railroad commissioners, how punished.

SEC. 3590. The officers, trustees, or receivers of every railroad company which has leased a railroad upon terms by which the rental is based upon the earnings of the leased road shall make returns to the railroad commissioners of the leased road, separate and apart from the business of the lessee, and in the same manner that the officers of said leased railroad would be required to make returns had it not been leased.

1884, ch. 110.
Returns to be made by lessors of railroad.

CONNECTICUT CENTRAL RAILROAD.

SECTION.

3591. Connecting roads to furnish and be furnished with accommodations, etc.

3592. When companies disagree as to such accommodations.

SECTION.

3593. Preceding sections confined to Connecticut Central and Rockville railroads and their connections.

1878, ch. 89.

Connections of
Connecticut
Central Rail-
road.

SEC. 3591. When the railroad of the Connecticut Central Railroad Company, or any of its branches, meets or lawfully crosses another railroad at the same level therewith, the company by which either of said railroads is owned or operated may, with the written consent of the railroad commissioners, and upon such terms as said commissioners shall, after due hearing, prescribe, enter its road upon or unite the same with and use the road for the other; but no locomotive engine or other motive power shall be allowed to run upon a railroad except such as is owned or controlled by the company owning or operating such railroads or with the consent of such company; and every such company shall, at all reasonable times, and for a reasonable compensation, draw over its railroad the passengers, merchandise, and cars of the other, and each of them shall for a reasonable compensation provide upon its railroad convenient and suitable depot accommodations for the passengers and merchandise of the other road passing to and over it, and shall receive and deliver the same in the manner it receives and delivers its own passengers and freight.

Connecting
roads to furnish
mutual accom-
modations, etc.

1878, ch. 89.

When compa-
nies disagree
as to such ac-
commodations,
etc., railroad
commissioners
may determine
the matter.

SEC. 3592. If the companies cannot agree upon the stated periods at which the cars of one shall be drawn over the other, and the compensation to be paid therefor, or cannot agree upon the terms and conditions upon which the accommodation shall be furnished for the passengers and merchandise of the other, the railroad commissioners, upon the petition of either party and notice to the other, shall hear the parties and shall in each case determine (having reference to the convenience and interests of the companies and of the public to be accommodated thereby) the stated periods for drawing cars and the compensation therefor, or the terms and conditions for passengers and merchandise, or the requisite terminal accommodations as aforesaid; and said commissioners, upon the application of either party, shall determine all questions between the parties in relation to the transportation of freight and passengers, and other business upon and connected with said railroads in which they are jointly interested, and the

manner in which the business shall be done, and apportion to each company its respective share of the expenses, receipts, and income of the same. And the award of the commissioners, or a major part of them, shall be binding upon the respective companies interested therein for one year, or until the commissioners shall revise and alter the same; *provided*, however, that any railroad company aggrieved by any order of the railroad commissioners, made under the provisions of this chapter, may appeal from the same to the superior court of the county wherein said railroads meet, within twenty days of the date of such order, in the same manner that appeals are allowed upon any proceeding relative to the location, abandonment, or changing of depots or stations.

SEC. 3593. The provisions of the two preceding sections shall apply to the Connecticut Central and such other railroads whose tracks are now intersected or crossed by the track or tracks of said Connecticut Central Railroad; and also to the Rockville Railroad and to such other railroads as connect therewith or are intersected thereby, and to the several railroad companies owning or operating said respective railroads; but none of said provisions shall apply to any other railroad.

Appeal from
commissioners.

1878, ch. 89.
1879, ch. 90.
Preceding sections confined to the Connecticut Central and Rockville Railroads and their connections.

Title LXVII, Chap. 224.

GENERAL PENALTY.

SEC. 3607. Every person who shall violate any provision of this title, for which no other penalty is prescribed or provision made, shall be fined not less than ten nor more than five hundred dollars.

G. S. 1875, 340,
§ 1.
Penalty.

Title LXVIII, Chap. 231.

SEC. 3696. The member of the board of railroad commissioners who is a civil engineer, and one civil engineer residing in each congressional district in this State, to be appointed by him, shall constitute a board of civil engineers, and have the supervision of all dams and reservoirs now existing or hereafter constructed in any locality where, by the breaking away of the same, life or property may be in danger of destruction.

1878, ch. 131,
§ 1.
Board of civil engineers or supervisors, how constituted.

SALARY AND FEES.

SEC. 3706. . . . the railroad commissioners, each, three thousand dollars.

G. S. 1875, 173,
ch. 2.
Railroad commissioners.

1885, ch. 119.
Chief clerks.

The chief clerks of the railroad commissioners, each eighteen hundred dollars.

1889, ch. 8.
State salaries
when payable.

SECTION 1. The salaries of the members of the General Assembly shall be paid at the close of its regular session: and all annual and per diem salaries shall be paid on the first day of the month succeeding that in which the services were rendered; *provided*, that when said first day shall fall on Sunday or a holiday, such salaries shall be paid on the succeeding day.

TAXATION.

G. S. 1875, 154,
§ 12.
Property ex-
empt from
taxation.
Certain railroad
bonds.

SEC. 3820. The following property shall be exempt from taxation: . . . bonds in the hands of the holders thereof, issued by any town or city in aid of the construction of the railroads of the Connecticut Western Railroad Company, the New Haven, Middletown & Wilimantic Railroad Company, the Shepaug Valley Railroad Company, the Connecticut Valley Railroad Company, the Connecticut Central Railroad Company, or either of them, to provide or raise money to pay for stock subscribed for by it in any of said companies; but such bonds or stock, when their avails shall have been expended in the construction of any of said railroads, shall be assessed and taxed in the manner provided in section 3920.

1889, ch. 227.
New issue of
municipal
bonds when ex-
empt from taxa-
tion.

SECTION 1. When any town or city in this State has issued or shall issue new bonds under or by virtue of any statute, public or private, for the purpose of redeeming or providing a fund to redeem its bonds originally issued in aid of the construction of any railroad, and which by the statutes of this State were exempt from taxation, or for redeeming or providing a fund to redeem any re-issue of the same, such new bonds, and the amount invested therein, shall be exempt from taxation in the hands of the holders thereof in the same manner and to the same extent as the original bonds, and the amount invested therein, and no direct, indirect, or franchise tax shall be assessed thereon.

G. S. 1875, 115,
§ 16.
Property taxed
out of this
State, exempt.

SEC. 3830. The list of any person need not include any property situated in another State, when it can be made satisfactorily to appear to the assessors that the same is fully assessed and taxed in such State, to the same extent as other like property, owned by its citizens; but the provisions of this section shall not apply to moneys loaned by residents of this State to any party

out of this State, as money at interest; nor to bonds issued by, or loans made to, any railroad company, located out of this State, when such bonds are owned, and loans made, by residents of this State.

SEC. 3835. Every dwelling-house belonging to any railroad company shall be set in the list, and be liable to taxation, in the town where said dwelling-house is situated, notwithstanding the fact that the same may be rented to, or occupied by an employe of said railroad company, and the amount paid for taxes on any such dwelling-house or houses shall be deducted from the sum required by law to be paid by such railroad company for taxes to the State.

1887, ch. 54.
Taxation of
dwelling-
houses belong-
ing to railroad
companies.

SEC. 3919. The secretary or treasurer of every railroad company, any portion of whose road is in this State, or if such portion of said road is in the hands of a trustee or receiver, then such trustee or receiver shall, on or before the fifteenth day of November, annually, deliver to the Comptroller a sworn statement of the condition and affairs of said company or road as they existed on the thirtieth day of the preceding September, in the following particulars, namely, the number of shares of its stock, and if the same consists of different classes, then of those of each class, and the market value of each share; the dividends paid per share on each class of said stock during the year preceding said thirtieth day of September, and the dates of said payments; the amount of its funded and floating debt, and the market value of any of such indebtedness which is below par in value; the number, amount, and market value of any unpaid bonds secured by mortgage on the property of said company by any of its predecessors in title and legally convertible into the capital stock of such company; the amount of bonds issued by any town or city of the description mentioned in section 3820, when the avails of such bonds, or stock subscribed and paid for therewith, shall have been expended in such construction; the amount of money actually on hand in cash in the treasury or in the possession of the proper officers or agents of the company or of any such trustee or receiver; the amount paid for taxes in this State during the year ending on said thirtieth day of September upon any real estate owned by said company, trustee, or receiver, and not used for railroad purposes; the whole length of the road, and the length of those portions thereof lying without this State.

G. S. 1875, 168,
§ 5.
1876, ch. 81.
1882, ch. 69, 139.
1887, ch. 117, § 1.
Returns by
railroad
companies.
48 Conn., 44.

G. S. 1875, 168,
 § 6.
 1876, ch. 9.
 1882, ch. 69.
 1887, ch. 117, § 2.
 Amount of
 tax to be paid
 by railroad
 companies.
 36 Conn., 255.
 40 Conn., 496.

SEC. 3920. Every such railroad company, trustee, or receiver shall, on or before the twenty-fifth day of November, annually, pay to the State one per cent. of the valuation, made and corrected by the Board of Equalization, of said stock, and one per cent. of the par value of such funded and floating indebtedness, as required to be contained in said statement, or, if any of said indebtedness is worth less than par, then one per cent. of its valuation made and corrected by said board, after deducting from such valuations the amount of any bonds or other obligations of said company, or of their market value, if below par, which may be held in trust for said company as a part of any sinking fund belonging to it, and also deducting from said sum required to be paid the amount paid for taxes in this State during the year upon any real estate owned by said company, trustee, or receiver, and not used for railroad purposes; and the valuation so made and corrected by said board shall be the measure of value of such railroad, its rights, franchises, and property in this State for purposes of taxation; and this sum shall be in lieu of all other taxes on its franchises, funded and floating debt, and railroad property in this State.

G. S. 1875, 168,
 § 7.
 1882, ch. 69.
 When only part
 of the railroad
 lies in this
 State.

SEC. 3921. When only part of a railroad lies in this State, the company owning such road shall pay one per cent. on such proportion of the above named valuation as the length of its road lying in this State bears to the entire length of said road. But in fixing the aforesaid valuation and lengths, neither the value nor length of any branch thereof in this State, which the Board of Equalization shall determine to be of less value per mile than one-fourth of the average value per mile of the trunk road, shall be included; but every such branch shall be estimated at its true and just value by the Board of Equalization, and such railroad company shall pay to the Treasurer of this State one per cent. on such value at the time fixed in the preceding section for the payment of other railroad taxes, and when any such sum becomes due, and such company shall not then have the management and control of its road, or the road bearing its name, the person or corporation then owning or managing such railroad shall pay such sum to the State within the time above prescribed.

G. S. 1875, 169,
 § 8.
 Lessee of
 railroad may
 deduct taxes
 from rent.

SEC. 3922. The taxes paid by the lessee of any railroad, under any contract or lease, existing on the tenth day of July, 1862, may be deducted from any payments due or to become due to the lessor, on account of such contract or lease.

SEC. 3923. Every railroad company in this State, which holds by lease or otherwise a railroad in another State, which is not a part of its own road, shall state in its annual return for the purposes of taxation how much of its funded and floating debt was occasioned by, and how much of its capital stock was issued for any amount which has been expended by it in the construction or permanent improvement of such railroad in another State, or in the purchase of equipment for exclusive use thereon; and how much of its capital stock was issued, under the provisions of any law of this state, in exchange for, or purchase of, the capital stock or obligations of any railroad corporation whose line of railroad is without the limits of this state; and in computing the amount of tax to be paid by said company to this State, the amount of such funded or floating debt and of such stock so occasioned or issued as aforesaid shall be first deducted from the total amount of its funded and floating debt and stock.

1881, ch. 153.
Where railroad company leases a railroad in another State.

Section 3923 of the general statutes is hereby amended by adding thereto the words "and such railroad company shall in said return report how much of its funded and floating debt was occasioned by, and how much of its capital stock was issued for, the purchase of the capital stock or obligations of any steamboat company operating a line of steamboats in connection with the line of said railroad company, and in computing the amount of tax to be paid by such railroad company to this state the amount of such funded and floating debt and of such capital stock shall be deducted from the total amount of its funded and floating debt and stock."

1899, ch. 31.
Where railroad company leases a railroad in another state or operates a line of steamboats.

SEC. 3924. The mortgagees or trustees of any railroad lying in whole or in part in this State, who have, or shall hereafter come into possession of the same by virtue of any mortgage thereof, shall, within the first ten days of October, annually, so long as they remain in possession of said railroad, deliver to the Comptroller a sworn statement of the value of said road, its equipment and other property, located in this State, and in their hands, as such mortgagees or trustees.

1875, ch. 61.
Trustees in possession of mortgaged railroad to make annual returns.

SEC. 3925. Said mortgagees or trustees shall, on or before the twentieth day of October in each year, or as soon thereafter as the earnings of said road or other moneys in their hands will allow, pay to the State a sum equal to one per cent. on the value of said road, equipment and other property, less the amount of taxes paid by them on any real estate in their hands not used for railroad purposes.

1875, ch. 61.
Tax on railroad mortgagees or trustees.

1875, ch. 61.
Returns and
payments when
other railroad
company
purchases.

SEC. 3926. In all cases in which the road and estate of any railroad company shall have been, or shall hereafter be, foreclosed under any mortgage executed by it for the security of its creditors, and any other railroad company shall have or shall hereafter become, by purchase or otherwise, the owner of said road and estate so foreclosed, said company shall make the returns and payments required by this chapter, and any funded or floating indebtedness to which such railroad and estate is liable shall be considered, for the purpose of this enactment, as the indebtedness of said company, whether the same may have been contracted by it, or by some predecessor in its title.

1875, ch. 61, §3.
Taxes to be
liens.

SEC. 3927. Any and all taxes which shall become due to the State from any railroad company, or from the mortgagees or trustees of any railroad, under the provisions of this chapter, shall be and remain a lien on the road and property on account of which said tax is imposed, until the same shall be paid, and shall take precedence of any and all other incumbrances and liens whatever.

1899, ch. 171.
Market value of
stocks, how
determined in
certain cases.

Section 3931 of the general statutes is hereby amended by striking out after the word "the" in the ninth line thereof, the words "month of September," and inserting in lieu thereof the following, "twelve consecutive months," so that said section as amended will read as follows: In case of any railroad company, which, during the two years ending on the thirtieth day of September next preceding the time for making such annual returns, has paid regular dividends at the same annual rate per cent. on all or any class of its shares of stock, the market value of each share of such stock or class of stock, as the case may be, for the purposes of the returns so to be made as aforesaid, shall be and the same is hereby declared to be the average of the closing bids or prices offered for said stock or any shares thereof during the twelve consecutive months preceding the time for making such returns, as regularly published by any board of brokers, such board being named in said returns; and every party whose duty it is to make such returns shall adopt, in making the same, such average price as the invariable standard of said market value, and the board of equalization in examining and correcting said returns and in making out the statements required to be made, as the case may be, shall conform to and adopt such valuation, unless they shall be of the opinion that the interests of the State require that the market value of said stock shall be otherwise ascertained,

When determined must be adopted and conformed to except when.

in which case they may find, upon the best information which they can obtain, and fix a different valuation. As to all other shares of stock in any railroad company, the market value thereof shall be ascertained and returned, as far as possible, in the same manner as is hereinbefore provided for the shares of stock upon which regular dividends have been paid as aforesaid, but in such returns any facts may be stated showing that such market value differs from the true value, and the board of equalization, in examining and correcting said returns and in making out the statements required to be made, shall regard said market value, if it can be so ascertained, as the proper standard of the value of such shares, unless from the facts stated, or from other information, they shall think it proper to adopt a different valuation, which they in such cases may do. In all cases where for any reason it is not possible or feasible to fix or ascertain the market value for any stock in the manner aforesaid, it shall be returned by the party whose duty it is to make such return, at the price of the last reported market sale of said stock, and in such cases the board of equalization may, in correcting said returns, and making out any statements so required to be made, fix and determine, according to the best information which they can obtain, any valuation for said stock which they may think proper.

When market value cannot be fixed, how returned.

Valuation, how determined.

SEC. 1379. No suit for any forfeiture, upon any penal statute, shall be brought, but within one year next after the commission of the offense.

Forfeitures.

AN ACT CONCERNING STREET RAILWAYS.

[1893, Chapter 169.]

SECTION 1. Sections 3595, 3596, 3597, and 3605 of the general statutes are hereby repealed.

Repeal.

SEC. 2. Whenever any railway company shall have been chartered by the general assembly of this state for the purpose of operating street railways in any town, city, or borough, or whenever any such corporation already organized has been, or shall be given, the right to lay additional tracks in any such town, city, or borough, or whenever any street railway company shall desire to change its motive power, before such company shall proceed to construct such railway, lay additional

Incorporated street railway company before proceeding to construct, to lay additional tracks or to change motive power, shall cause plan to be presented.

tracks, or change its motive power, it shall cause a plan to be made showing the highway or highways, street or streets, in and through which it proposes to lay its tracks, the location of the same as to grade and to the center line of said streets or highways, such change or changes, if any, as are proposed to be made in any street or highway, the kind and quality of track to be used and the method of laying the same, the motive power to be used in propelling its cars, and the method and manner of applying the same, which said plan shall be presented to the mayor and court of common council of any such city, the selectmen of any such town, or the warden and burgesses of any such borough, within their respective jurisdictions, who shall thereupon, upon public notice, proceed to a hearing of all persons interested therein, and, after such hearings, may accept and adopt such plan or make such modifications therein as to them shall seem proper, and shall, within sixty days after the presentation of such plan to the local authorities, notify said company in writing of their decision thereon, and of such modifications therein as they may deem proper. The refusal or neglect of any such local authority to notify said company of its decision within said period of sixty days as aforesaid shall be deemed to be a refusal to approve and accept said plan as presented by said company. Nothing in this act shall be construed so as to prevent such street railway company from presenting to such local authorities a plan or plans as heretofore provided, until said street railway company and local authorities shall agree upon the same, and no such company shall construct such railway, lay additional tracks, or change its motive power except in accordance with a plan approved by the authorities aforesaid.

Hearing on
plan.

Notification of
decision.

Who has direc-
tion over loca-
ting tracks, etc.

SEC. 3. The selectmen of any town, the mayor and common council of any city, and the warden and burgesses of any borough, shall, within their respective jurisdictions, have exclusive direction over the placing or locating of any tracks, wires, conductors, fixtures, structures of any such railway permanently located in the streets or highways, including the relocating or removal of the same, or changes in the grade thereof, and for the purposes of any public improvement and including the power of designating the material, quality, and finish thereof, may make all orders necessary to the exercise of such power of direction and control, which orders shall be in writing, and recorded in the minutes and records of their respective municipalities.

Every such railway company shall, at its own expense, comply with and carry out such orders forthwith, and, in case of its failure so to do, such town, city, or borough may carry out said orders and recover the expense thereof from such company in an action on this statute; or may proceed by a writ of mandamus to compel such railway company, at its own expense, to comply with and carry out such orders; *provided, however*, that except in the case of bridges, terminals, curves in turning from one street to another, and turnouts and switches not exceeding one hundred and fifty feet in length, the wrought part of any street or highway made suitable for travel shall nowhere be of a width less than eight feet on each side of the street railway tracks, measuring from the outer rails where the said tracks are located in the center of the street or highway, and not less than twelve feet in width, measuring from the rail nearest the wrought part of the highway, where said street railway track or tracks are located on the side of the street or highway, unless permission is obtained from the superior court or a judge thereof; *and provided further*, that nothing herein contained shall be construed as requiring any such railway company to change the grade of any portion of the street or highway upon which its track is located, after such location; but whenever any such town, city, or borough shall change the grade of any such street or highway, such railway company shall temporarily remove its tracks for the purpose of such change, and when such change has been completed, such company shall conform the grade of its tracks to the newly-established grade without cost or expense to such town, city, or borough.

SEC. 4. In case any street railway company char-
 tered prior to the first day of January, 1893, shall not
 construct and complete its road in any of the streets or
 highways, in which it shall thereby be authorized to
 construct its railway, on or before the close of the
 regular session of the general assembly to be held in
 1895; and in case any street railway company which
 shall be chartered after the first day of January, 1893,
 or whose charter shall be thereafter amended, shall not
 construct and complete its road in any of the streets or
 highways in which it shall be thereby authorized to
 construct a railway on or before the close of the second
 regular session of the general assembly, after that in
 which said charter has been granted or amended, all
 right of said company to lay its tracks in all such streets
 or highways or portions of streets or highways specified

Rights of cer-
 tain companies
 to lay tracks to
 cease, when.

in such charter or in such amendment, in which it shall not have laid down its tracks, shall thereupon cease; *provided, however*, that the right in any street, or highway, or portion of street, or highway of any street railway company under any charter or amendment thereto granted prior to the first day of January, 1893, which company shall have heretofore constructed a part of its railway, shall not cease if said company shall construct its railway within two years after the municipal authorities in the town, city, or borough in which said street or highway is located shall have notified such company to construct its railway in said street or highway.

Effect of discontinuance of operation of railway.

SEC. 5. If any street railway company shall discontinue the operation of its railway in any street or highway, or portion of a street or highway, or, having constructed its railway thereon, shall not begin to operate the same within a reasonable time thereafter, the mayor and court of common council of any city, the selectmen of any town, or the warden and burgesses of any borough, within whose respective jurisdictions such discontinuance or failure to operate said railway may occur, may order said company, in writing, to operate said part or parts of its railway within thirty days from a date named in such notice, and on failure to comply with said order, all right of said company to occupy such street or highway or portion of such street or highway, or to keep, maintain, or operate its said railway within such street or highway, or portion thereof, shall cease; and said company shall immediately thereafter remove its tracks and fixtures from such street or highway, and put such street or highway, or portion thereof, in good condition for public travel. In case said company shall fail to remove said track and fixtures, or portion thereof, and to put such street or highway, or portion thereof, in good condition for public travel, said town, city, or borough may cause such track and fixtures to be removed, and such streets or highways to be put in good condition for public travel, and may recover the expense thereof from said company in an action on this statute.

Duty of company as to repair of streets.

SEC. 6. It shall be the duty of every street railway company to keep so much of the street or highway as is included within its tracks and a space of two feet on the outer side of the outer rails thereof in repair, to the satisfaction of the authorities of the city, town, or borough which is bound by law to maintain such street or highway. But such authority shall not order said street railway company to use any better or more ex-

pensive kind of pavement or material for that part of the street or highway which it is the duty of such railway company to keep in repair, than is used by the town, city, or borough upon the remaining width of the street or highway, except for a space of one foot on each side of each rail, unless such better or more expensive kind of pavement or material was required in the order permitting the original location and layout of such railway on such street or highway. Every such municipal authority shall keep a record of all orders as to such repairs, shall serve a copy thereof upon the railway company, and such order shall state the time within which repairs are to be completed, which time shall not be less than thirty days from the service thereof; and upon failure upon the part of the company to make the required repairs within the time fixed by the order, such repairs may be made by the municipal authorities interested, and the expense thereof recovered from the railway company in an action upon this statute.

SEC. 7. Every street railway company may transport both persons and property, but in the transportation of any merchandise other than such small packages or bundles as are carried by its passengers, shall be subject at all times to such regulations as may be prescribed from time to time by the superior court or by any judge thereof, upon the application of such street railway company, or of any person interested in any manner in such transportation, or by any town, city, or borough in which such street railway is located, upon such notice as said court or said judge shall deem reasonable; and any orders made by any such court or judge may extend to and control such traffic over the whole line of such street railway company, whether the same be in one county or in more, or such order may be confined to any part of such railway in the discretion of such court or judge, and any order so made may, upon a subsequent application by such company, or any person interested, or by any town, city, or borough, be modified or rescinded by such superior court, or by any judge thereof, upon such notice as such court or judge may direct.

SEC. 9. Any person injured in person or property by reason of any defect in that part of the street or highway which any street railway company is bound by law to keep in repair, may bring his action therefor against both such company and the town, city, or borough which is bound by law to keep said street or highway in repair, and any judgment recovered in such

Transportation
of merchandise.

Damage caused
by defect in
street which
company should
keep in repair.

action shall run against both of such defendants. Said railway company shall, however, pay such judgment and save the other defendant harmless therefrom, unless the court, or, if the case is tried to the jury the jury, before whom the action is tried, shall find that such defect was due in whole, or in part, to the negligence of such city, town, or borough, in which case the court or the jury, as the case may be, shall find and adjudge how much of the judgment shall be paid by the municipality without reimbursement from the railway company. The fact that the railway company has kept its said part of the street or highway in repair to the satisfaction of the municipal authority shall not operate to shift the responsibility for injuries occurring by reason of defects therein, from the railway company to the municipality.

Towns not
liable unless.

SEC. 10. Such town, city, or borough shall not be liable for the payment of any judgment which, under the preceding section, is to be paid by the railway company, and as to which the railway company is to save the said town, city, or borough harmless, unless within sixty days after the rendition of final judgment, demand shall be made upon such town, city, or borough for such payment upon a lawful execution, duly issued in said action. If any town, city, or borough shall be compelled to pay any portion of any judgment which, under the preceding section, should have been paid by the railway company, the first selectman of such town, the mayor of such city, or the warden of such borough, shall make, and, within thirty days after such payment, file for record in the office of the town clerk of the town within which such street or highway is situated, a certificate showing the court before which such judgment was rendered, the date of such judgment, the amount paid by such town, city, or borough, and that said town, city, or borough claims a lien upon the tracks, fixtures, and other property of such railway company situated in said town, city, or borough, for the payment of such sum with lawful interest from the date of such payment; and the same shall thereupon be and become a lien upon all the tracks, fixtures, and property of such company situate in such town, city, or borough, which shall take precedence of all other incumbrances, and may be enforced and collected in the same manner as tax liens.

Alteration of
orders made by
authority of
town, etc.

SEC. 11. The town, city, and borough authorities aforesaid, within their respective jurisdictions, may revise and change any orders made by them under sections

two and three of this act; but if the street railway company affected thereby has already carried out, or begun to carry out, or incurred expense in preparation for the carrying out of such original order, such street railway company may appeal from any such alteration, revision, or change, within thirty days from the service of notice upon them of the passage of such order revising or changing such former order, to the superior court, or a judge thereof; and such appeal shall be tried by said court or judge, or by a committee of three disinterested persons appointed for that purpose by said court or judge, and such court or judge may make such orders as may be deemed equitable in the premises. But such street railway company shall not have any right of appeal from an order made under section six of this act, nor from any order made by said municipal authorities, in any case where such order is not, in terms or effect, a change of a previous order which has been executed, or partly executed, or in view of which such street railway company has incurred expense in preparing to execute.

SEC. 12. Wherever the word "street" or "highway" is used in this act, it shall include all bridges. "Street" includes bridges.

SEC. 13. The selectmen of any town, the mayor and common council of any city, or the warden and burgesses of any borough, within their respective jurisdictions, shall have power to pass suitable regulations relating to the speed at which any such street railway company may run its cars, and may alter and amend the same at pleasure, and from such alterations or orders there shall be no appeal; *provided, however*, that none of such authorities shall, by such regulations, authorize or permit such cars to be run upon any street or highway at any greater rate of speed than fifteen miles per hour. The provisions of this act relating to the operation, construction, maintenance, and repair of street railways shall apply only to such portions of said railways as are constructed over, upon, or through any street or highway. Regulations as to speed.

SECTION 1. No street railway shall be built or extended from one town to any other town in the public highways so as to parallel any other street railway or any railroad, unless authorized by special charter prior to January 1, 1893, or unless upon application to and a finding by the superior court or a judge thereof in the manner hereinafter provided, that public convenience and necessity require the building of such railway, nor shall any street railway be built or extended under the 1897, ch. 248.
Street railway not to parallel other railway, unless.

provisions of any charter or amendment of a charter granted after the close of the session of the General Assembly of 1897, so as to pallel any other street railway in any town, or any railroad in any town except within the limits of a city, until the company desiring to build, construct, or extend its railway shall have applied to the superior court or any judge thereof, and shall have obtained from such court or such judge, in the manner hereinafter required and provided, a finding that public convenience and necessity require the construction of such railway. Any company intended to build, construct, or extend any such railway shall make an application to such superior court or such judge for a finding that public convenience and necessity require the construction of such railway; and such superior court, or such judge, shall, thereupon, fix a time and place to hear said application, and shall cause notice to be served at least twelve days before the day of hearing upon any railroad company or companies, and upon any street railway company or companies that may be affected by the construction of such road, and upon the selectmen of any town, the warden and burgesses of any borough, or the mayor of any city, within whose limits such railway may be built. Said superior court, or such judge, shall have power to hear the parties and determine whether public convenience and necessity require the construction of such railway, and the decision of said court or judge shall be final and conclusive upon the parties. Such court or judge, upon such hearing, may make an order or finding of public convenience and necessity for the construction of such railway for a part of the distance applied for, if said court or judge shall find public convenience and necessity require the construction of a part only of such railway.

SEC. 2. Section eight of chapter CLXIX of the public acts of 1893 is hereby repealed.

1897, ch. 105.
Street railway
company may
purchase land
and change lay-
out of road,
when.

SECTION 1. Any street railway company organized under the laws of this state, with power to build and operate its road in any street or highway, shall have power to purchase land, by agreement with the owner thereof, to enable such company, in the building and operation of its road, to avoid heavy or inconvenient grades, or to render such road more feasible and advantageous in its operation, and may construct and operate its road over land so purchased;

provided, however, that such company shall not by so doing substantially change the course and direction of its road.

SEC. 2. This act shall take effect upon its passage.

SECTION 1. All street railway companies or trustees operating street railways within this state, shall, on or before the fifteenth day of September, in each year, make a return to the railroad commissioners in such form as said railroad commissioners shall prescribe, which form shall substantially follow the form required by the interstate commerce commission for steam railroads so far as such form is applicable to the business and affairs of street railways, with such additional matters as shall render said returns as complete, as to the business, property, and affairs of street railways, as are required from steam railroads under the provisions of Chapter CLXXII of the public acts of 1889. Said returns shall be for the fiscal year ending the thirtieth day of June next preceding said fifteenth day of September, and shall be signed and sworn to by the president and treasurer of the company, or by a majority of the trustees making the same. And the railroad commissioners shall annually, on or before said thirtieth day of June, furnish to the officers or trustees of every street railway company duplicate blank forms which shall conform to the requirements of this section. The provisions of sections 3589 and 3590 of the general statutes shall apply to street railways. Every company, whose president and treasurer or trustees shall refuse or neglect to make such returns, shall forfeit to the state twenty five dollars for each day of such neglect or refusal, and said commissioners shall report such forfeiture to the treasurer, and the books of every railway company shall at all times be open to the inspection of any committee of the general assembly appointed for that purpose.

1897, ch. 156.
Returns by
street railway
companies.

Forfeiture for
neglect.

SEC. 2. The first returns under the provisions of section one of this act shall be for the period of nine months from September 30, 1897, to June 30, 1898, and thereafter returns shall be made annually as required by section one of this act; but this act shall not affect the returns for the fiscal year ending on the thirtieth day of September, 1897, required by the provisions of said chapter CXCII of the public acts of 1895.

Railroad commissioners to publish returns.

SECTION 1. Said returns shall be published annually by said railroad commissioners in their annual report, and the expense of such publication shall be paid in the manner provided by Chapter CCXL of the public acts of 1893 for the payment of other expenses of said commissioners concerning street railways.

SEC. 2 Section fourteen of Chapter CLXIX of the public acts of 1893, entitled An Act concerning Street Railways, is hereby repealed.

Returns of street railway companies. Pub. Acts 1895, chapter cxcii.

SECTION 1. Every street railway company which has not apportioned the cost of its road, equipment, and permanent improvement in strict conformance with the form prescribed by the railroad commissioners, under the head of "cost of road, equipment, and permanent improvements," as directed by the act in regard to annual returns of street railway companies approved June 12, 1895, shall cause such apportionment to be made, if the same be practicable, to the approval of said commissioners in the annual returns hereafter filed by such companies, and all such companies incorporated after the first day of February, 1897, shall make such apportionment prior to the date of their first annual return to such commissioners; and in case any such company has built or shall hereafter build its road or any portion thereof by contract, or has purchased or shall purchase its road or any portion thereof already constructed, such company shall cause the contract or purchase price thereof to be apportioned as above provided, if such contract for building or agreement to purchase is so apportioned.

Forfeiture for neglect.

SEC. 2. Any street railway company failing to comply with the provisions of section one of this act shall forfeit to the state the sum of one thousand dollars.

Issue of bonds by street railway company.

SEC. 15. Every street railway company may borrow money, and may secure the repayment of the same by its bonds, signed by its president and by its treasurer; and, before being issued, said bonds shall be registered in the office of the comptroller, and a certificate thereof shall appear on the face of each bond; and the comptroller shall cancel any bonds so registered which may be brought to him for that purpose, and enter said act of canceling in his register; but no street railway company shall issue any bonds of a less denomination than one hundred dollars, nor for bonds outstanding at any

one time to a greater amount than seventy-five per centum of the actual cost of the construction and equipment of said railway, which actual cost its president, treasurer, and a civil engineer approved by the comptroller, shall certify under oath has been actually expended in the construction and equipment of its railway, and any false swearing in the matter shall be perjury. The comptroller shall not permit the bonds of any street railway company registered in his office to exceed the amount limited in this act. No street railway company, unless specially authorized by the general assembly, shall issue bonds except in accordance with the provisions of this act. All such bonds, issued under the provisions of this section, may be secured by a mortgage of the property of the company issuing the same by a deed duly executed by its president under corporate seal, to the treasurer of the state and his successors in office, for the holders of said bonds, and recorded in the office of the secretary of state; and such mortgage shall equally secure all such bonds as may be issued from time to time to the full amount specified in said mortgage. The provisions of Chapter CCXVIII of the general statutes, concerning the foreclosure of mortgage of railroad companies, shall apply to any mortgages or bonds issued by street railway companies.

No street, cable, or electric railway company, chartered after the close of the session of the general assembly of 1895, shall issue its bonds under the provisions of section fifteen of Chapter CLXIX of the public acts of 1893 in excess of fifty per centum of the actual cost of the construction and equipment of such railway.

1895, ch. 330.
Limitation of
bonds of street
railway com-
pany.

SEC. 16. The superior court or any judge thereof shall have power, in its or his discretion, whenever public convenience and necessity require, upon application of any street railway company, to authorize such company to run its cars over the track or tracks of any other street railway company for a distance not exceeding one-half mile, where two or more railway companies are operating in the same city or town, except where the only approach to any city or town upon a particular side thereof is by means of a bridge or causeway, or by means of a bridge and causeway of a greater length than said distance of one-half mile; and in such cases the superior court or any judge thereof may authorize any suburban road approaching such city or town upon such side of said city or town to use the track or tracks

Running track
of one street
railway over
another.

of any other road crossing such bridge and causeway, from the place where such roads meet to some central point in such city or town; *provided*, the length of track so used does not exceed the length of track actually owned and operated by such suburban roads, upon such terms as to manner of use, and upon the payment of such compensation therefor, as may be ordered and prescribed by said superior court or said judge, with power to change, modify, and revoke such order upon the application of either company.

Effect of this act on existing charters.

SEC. 17. This act shall take effect upon its passage, and be deemed an amendment to the charters of all existing railway companies operating cars by motive power other than that furnished by locomotives, dummies, or box engines used on steam railroads, and an amendment to the charters of all existing municipal corporations. All such railway companies and all municipal corporations hereafter chartered shall be subject to the provisions of this act, and all acts or parts of acts inconsistent herewith are hereby repealed. All existing statutory provisions relating to horse railroads and horse railroad companies not inconsistent with this act, shall be construed to include all street railways and street railway companies of every kind and description, irrespective of the motive power used in operating the same.

Directors to be residents of this state.

SEC. 18. A majority of the directors of all companies hereafter operating street railways in this state shall be residents of this state.

1895, ch. 233.
Appeal from decision of city or borough authorities in matters relating to street railways.

SECTION 1. Whenever the warden and burgesses of any borough, the mayor and common council of any city, or the selectmen of any town shall make, pass, or render any decision, denial, order, or direction with respect to any matters relating to street railways which, by virtue of any public or private act or resolution, now are, or may hereafter be, within the respective jurisdictions of such warden and burgesses, mayor and common council, or selectmen, any street railway company affected thereby may appeal from any such decision, denial, direction, or order within thirty days from the service of notice upon such street railway company of the rendition, making, or passage of such decision, denial, direction, or order, to the superior court, or any judge thereof; such appeal shall be by petition to such court or judge, and shall state specifically the portion or portions of such decision, denial, direction, or order appealed from, and the reasons of

such appeal; and such court or judge shall order such notice as may be deemed reasonable to be given to such selectmen, mayor and common council, and warden and burgesses of the time and place of appearance in answer to such petition, and upon the time fixed for appearance and answer, or as soon thereafter as said court or judge shall order, such appeal shall be tried by said court or judge, and said court or judge shall make such orders in reference to said matters appealed from as may by it or him be deemed equitable in the premises, and the decision of said court or judge shall be final and conclusive upon the parties. And whenever such warden and burgesses, mayor and common council, or selectmen shall, under the provisions of section two of Chapter CLXIX of the public acts of 1893, be deemed to have refused to approve and accept any plan presented by any street railway company, said street railway company shall have a like right of appeal therefrom to said superior court, or any judge thereof; and said court or judge shall have the same powers with reference to said plan and the acceptance or modification thereof that said municipal authorities would have had under the provisions of said act, and may make all such orders with reference thereto as may be deemed equitable.

SEC. 2. Whenever the warden and burgesses of any borough, the mayor and common council of any city, or the selectmen of any town, shall, under the provisions of section two of Chapter CLXIX of the public acts of 1893, determine the location of the track or tracks of any street railway as to grade and the center line of the street or highway through which the same passes, any owner of land fronting on such street or highway, aggrieved by the location of said track or tracks as to grade and the center line of the street or highway, in front of the premises owned by him, may appeal from the decision, direction, or order locating said track or tracks, within thirty days after the making of such decision, direction, or order, to the superior court, or a judge thereof; and in case such location has been determined, but such street railway company has not constructed its track or tracks in conformity thereto prior to the passage of this act, such owner of land fronting on such street or highway who may be aggrieved as aforesaid shall have a like right of appeal from such decision, direction, or order within thirty days after the passage of this act; said appeal shall be taken in the same manner and proceeded with in all

Appeal by owner of premises fronting the street.

respects as provided for in section one of this act for appeals of street railway companies, except that said court or judge shall order like notice to be given to the street railway company as is required in said section to be given to the municipal authorities therein mentioned.

Precedence of
appeals under
this act.

SEC. 3. All appeals taken under the provisions of this act shall have precedence of all other civil actions in respect to the order of trial, except as provided in section 1112 of the general statutes.

Effect of this
act.

SEC. 4. All acts and parts of acts and all parts of resolutions inconsistent herewith are hereby repealed.

SEC. 5. This act shall take effect from its passage, but shall not apply to senate joint resolution number one hundred and fifty-five amending the charters of the Norwalk Street Railway Company and the Norwalk Tramway Company.

AN ACT CONCERNING RETURNS OF STREET RAILWAY COMPANIES.

[1893, Chapter CCXL.]

Street railway
companies to
bear proportion
of expense of
railroad com-
missioners'
office.

The additional printing, office and incidental expenses of the railroad commissioners imposed upon them by an act concerning street railways (public acts of 1893, Chapter CLXIX) passed at this session of the general assembly, the amount to be determined by the comptroller, shall be paid monthly from the treasury, and in July in each year, the whole amount so paid during the year ending the fourth day of July shall be apportioned by the comptroller among the several street railway companies, in proportion to the length of the tracks of their respective railways, and each company and the trustees, assignees, lessees, or other parties operating any such railway shall pay the treasurer their proportion of such amount.

AN ACT CONCERNING THE TAXATION OF STREET RAILWAYS.

[1893, Chapter CCIX.]

Taxation of
street railways.

The existing statutes with regard to the taxation of railroads shall be deemed to apply and extend to, and shall include all street railways of every description.

AN ACT CONCERNING THE SPRINKLING OF
STREETS

[1899, Chapter 216.]

SECTION 1. Every town, city, or borough is hereby authorized and empowered, through the authorities having the care of the streets and highways within its limits, to provide for sprinkling with water such streets and highways or any part thereof. Within the distance along any street or highway to be watered under the authority of this section, so much of said street or highway from side to side shall be watered as shall be necessary to protect the buildings and grounds fronting on said part of said street or highway from dust rising from said street or highway. The actual cost of watering the whole or any part of any street or highway under this section may be assessed against the real estate abutting or fronting on the part of said street or highway so watered, and against the owners thereof in proportion to the length of the frontage of said property on said part of said street or highway thus watered.

Town, city, or borough may provide for sprinkling streets.

SEC. 2. Every street railway company operating a street railway upon any part of a street or highway the remaining width of which shall be sprinkled by the town, city, or borough within which such street or highway is located, shall itself sprinkle with water so much of the width of said part of said street or highway as is included within its tracks and a space of two feet on the outer side of the outer rails thereof, to the acceptance of said town, city, or borough; and said town, city, or borough shall furnish such street railway company free of expense to such company the water to be used for such sprinkling. Any town, city, or borough, and any street railway company operating therein, shall have power to contract together for the sprinkling with water by the street railway company of the whole width or any part of a street or highway along which said company operates a street railway, and said town, city, or borough shall obtain and furnish such street railway company water to be used in sprinkling streets or highways in such town, city, or borough.

Street railway company to sprinkle street or highway, when.

SEC. 3. The selectmen of towns, the common council of cities, and the burgesses of boroughs, may provide by ordinance what proportion of the cost of watering or sprinkling the streets or highways as herein provided for shall be borne by the owners of the property abutting the streets or highways so watered or sprinkled.

Assessment on abutters for sprinkling.

Assessment for sprinkling a lien against abutting property.

SEC. 4. The selectmen of towns, the common council of cities, and the burgesses of boroughs, acting hereunder, shall determine, on or before the fifteenth day of December in each year, the amount of each of said assessments, and the sums so determined shall be a lien upon the real estate affected thereby, and the date of the commencement of such lien shall be the first day of April preceding, and such lien shall continue until the fifteenth day of December of the ensuing year.

Assessments to be collected as taxes.

SEC. 5. The amount of assessments determined upon as aforesaid shall be placed in the rate bill of said town, city, or borough, next thereafter made, and the sums so assessed shall be collected in the same manner and by the same persons as are the taxes specified in such rate bill, and the lien therefor may be continued as tax liens are by law continued in such towns, cities, or boroughs.

Deposit by owner on sale of real estate.

SEC. 6. Upon the sale or upon the contract for sale of any real estate which may be effected under the provisions of this act, the owner thereof may deposit with the clerk of said town, city, or borough an amount sufficient to pay for watering or sprinkling, for which a lien may be claimed to the time of such sale, and from the time of such deposit such lien shall not be deemed an encumbrance upon such property so as in any wise to affect a contract of sale.

Certain cities and boroughs exempted.

SEC. 7. This act shall not affect the city of Stamford nor any cities or boroughs the charter of which provides for street sprinkling.

SEC. 8. This act shall take effect from its passage.

AN ACT CONCERNING THE FRAUDULENT USE OF TRANSFER TICKETS UPON PUBLIC CONVEYANCES.

[1899, Chapter 153.]

Transfer ticket shall not be given to or used by any person except a person entitled thereto.

SECTION 1. No transfer ticket or written or printed instrument giving, or purporting to give, the right of transfer to any person or persons from a public conveyance operated upon one line or route of a street railroad to a public conveyance upon another line or route of a street railroad, or from one car to another car upon the same line of a street railroad, shall be issued, sold, or given except to a passenger lawfully entitled thereto. No conductor or other person whose duty it is to collect fares or issue such transfers on any

such public conveyance or car shall, knowingly and with the intent to defraud the person or corporation operating such public conveyance or car, issue, sell, or give any such transfer ticket or instrument to any person not lawfully entitled thereto, or receive, use, or return any such transfer ticket or instrument unlawfully issued or presented for fare, in lieu of a regular cash fare, or substitute any such transfer ticket or instrument for any cash fare collected by him; and no person shall, fraudulently and with the intent to evade the payment of a fare, receive and use or offer for passage any transfer ticket or instrument not originally issued to him, and no person shall sell or give any such transfer ticket or instrument originally issued to him to another person with the intent to have such transfer ticket or instrument used or offered for passage by such other person.

SEC. 2. Every person violating any of the provisions Penalty. of this act shall be fined not more than fifty dollars or imprisoned not more than thirty days, or both.

SPECIAL INDEX TO RAILROAD LAWS.

	SECTION.
Abandonment of engines, etc., penalty for,	1517
of stations, page 60	3516, 3517
Accidents to be reported, etc.,	3567
stretchers for use in,	3568
Acquiring stock of other companies, page 27	1, 2
Action for injuries from defective road or bridge,	2673
for injury to person, page 7	1
for loss of life, limitations, " 7	1
for obstructing travel at highway crossings,	2692, 2693
for damages, notice of, page 7	
Additional tracks and bridges, page 33	
Adverse possession against railroad,	2971
Affidavit by directors,	3436
Aid of company by towns, etc., prohibited, page 3	
Air for whistle in lieu of steam, " 72	
Alteration of charter,	392, 393
of location, page 33	3460, 3461
Animals, transportation of,	1544
Annual reports, number to be printed,	331
returns, forms of, page 81	1
when and how made, " 81	2, 3589
sworn to, " 81	2
neglect to make, " 81	3
penalty for making false, " 82	
by lessees,	3590
for street railways, pages 97, 98	
Any twenty-five persons form company,	3433
Appeal from order regarding gates, etc.,	3425
crossing water-courses, etc.,	3477
changing grade crossings, pages 47, 48, 49	3491
decisions as to use of tracks in highways,	3495
orders as to stations,	3518
elimination of private crossings,	
etc., page 35	3
Conn. Central and Rockville Railroads,	3593
Appointment of commissioners,	3413-3415
Appraisers of land taken,	3464
notice to owners of land,	3420

	SECTION.
Approaches to stations, safe,	3531
Arrest to be made without warrant, when,	2002
Articles of association,	3434
Assignments to be recorded,	3475
Attachment of engines, machinery, etc.,	918
Badges to be worn by passenger trainmen,	298, 3549
Baggage checks required,	3540
companies may regulate,	page 68
Baggage-men, etc., to wear badges,	3549
Barbed wire, use of, regulated,	page 58
Bell, engine, sounding of,	3553-3557
Board of civil engineers, how constituted,	3696
duties of,	3696
Bonds, towns, etc., not to purchase,	page 3
when cannot be taken by another railroad company,	3442
and mortgages,	3570-3580
how issued, etc.,	3570
amount permitted,	3570
guaranteed limited,	page 76
secured by mortgages,	3571
possession of road by trustee on default of,	3573
duties, etc., of such trustee,	3574-3580
exempt from taxation,	page 85
for building branches,	" 39
Books, inspection of,	" 81
Boroughs not to aid railroads,	" 3
Brakeman, badges,	3549
number on trains,	3566
Branches authorized,	page 39
Breaking into cars, penalty for,	" 10
Bridges, committing nuisance on,	1474
height over railroad,	2671
changed,	page 13
action for injuries from defective,	2673
guard rails may be ordered,	3427
failure to provide,	3428
over railroads to be determined by commissioners,	3482
approaches, how maintained,	page 48
highway, overhead, repairs of,	" 48
covered, height of,	3500
guards at,	3501
guards, penalty for non-compliance,	3502
footways on,	3503

	SECTION
Bridges, construction and maintenance, neglect in, . . .	3511
over navigable waters, . . . page 33	2668, 3441
additional, . . . " 33	
over non-navigable waters, . . .	3476, 3477
Bulletin of late trains, . . . page 68	1-3
By-laws of company, . . .	3455
Capital stock, . . .	3435-3437, 3450-3452
Cable roads not to cross railroads at grade, . . . page 38	1-3
Cars, breaking into, . . . " 10	
shooting at, etc., . . .	1471
injuring, . . .	1472
stopping, etc., . . .	1517
abandonment or obstruction of, . . .	1517
offenses on, where prosecuted, . . .	1611
gaming on, . . .	2557
safety platform, . . .	3540
drinking water on, . . .	3540
riding on, prohibited when, . . .	3550-3552
heating and lighting of, . . .	3569
Cattle-guards at crossings, . . .	3504
Charters, granting or alteration of, . . .	392, 393
statutes made a part of, . . . pages 33, 39	1, 4
Cemetery, location of road through or near, . . .	3463
Certificate before road opened for travel, . . .	3421
Checks for baggage, . . .	3540
Cities or counties not to aid railroads, . . . page 3	
Civil engineers, board of, . . .	3696
appeals from, . . . pages 36, 47, 48, 49	
3, 3425, 3477, 3491, 3495, 3518, 3592	
Commissioners, appointment, . . .	3413-3415
clerk and office, . . . page 84	1, 3416
expenditures, estimates, . . .	380
duties as to street railroads, . . . pages 97, 98	
general duties, . . .	3423
report, annual, . . .	376
printing, . . .	331
report to General Assembly, . . .	376, 3432
special reports, . . .	3426, 3432
records, . . .	3417
may employ experts, . . .	3417
salaries, etc., . . . page 84	1, 3418, 3706
expenses for street railroads, . . . " 102	

	SECTION.
Commissioners, free transportation of,	3419
estimate of expenses,	380
notice concerning approval of location,	3420
taking of land,	3420
to give certificate before railroad opened for travel,	3421
to examine roads, etc.,	3422, 3423, 3429
laws to be posted,	3423
may require fenders on street cars, page 21	2-4
may require gates, etc.,	3423-3425
may require guard rails,	3427, 3428
may require repairs,	3423
may require seats for passengers,	3423
may apply for injunction against railroad officers,	3429
may examine witnesses as to affairs of com- pany,	3430
may tax fees of witnesses,	3431
as to increase of stock,	3450, 3451
may prescribe limits for taking real estate, page 33 3460, 3461, 3462	
may approve location of road,	3460, 3461
change of location, page 33	3460, 3461
grade, " 13	1-3
location near cemetery,	3463
may approve crossing of railroads,	3471
may approve crossings at highways and water courses,	3476, 3477
may approve bridges, navigable waters, page 33	3441
to determine kind of bridge over railroad,	3482
to order changes in railroad grade crossings, page 38	
to order change in highway grade crossings, pages 44-48 private crossings, page 35	1-4
highways, page 51	3486-3487
may limit tracks in highways,	3492, 3493
may authorize spur tracks across highway,	3493
may limit speed of locomotives,	3498
may direct planking of highway crossings,	3499
may require guards at covered bridges,	3501
may order footways on bridges,	3503
may order fences,	3506
powers as to stations, pages 60, 61,	3423, 3513-3518
may require equal facilities for roads, 3532, 3533, 3535, 3536	

SECTION.

Commissioners may require business connections, etc.,	
page 65	1-3, 3529, 3530, 3534, 3535
approve of couplers,	3538
may permit trains to cross drawbridges and rail-	
road crossings without stopping,	3560, 3561
powers as to use of whistles,	page 72 1-3, 3556
investigate interference with navigation by	
drawbridges,	3562
order trains to stop at stations near draw-	
bridges,	3563
order late trains bulletined,	page 68
permit switches to be run over,	3564, 3565
regulate speed,	page 74 1, 3
reduce number of brakemen,	3566
investigate accidents,	3567
furnish information as to accidents,	3567
regulate heating and lighting of cars,	3569
order water-closets,	3584
furnish forms for annual returns of com-	
panies,	page 81 1-3
furnish forms for street railroads, " 97	
require corrected returns,	3589
special powers as to Conn. Central and Rockville	
Railroads,	3591-3593
Companies, consolidation of,	3443-3449
Company organized under general law,	3433, 3453
powers of,	3438
officers and by-laws,	3455
meetings, how called,	3456
stock votes,	3456-3458
to make deposit before approval of layout,	3459
Commutation rates, change of,	3542
Competing lines to have equal facilities,	3532, 3533
Conductors to wear badges,	3549
Connecticut Central R. R. Co., special privileges,	3591-3593
contracts or leases with,	3472-3473
Connecting aprons,	3540
roads, milk transportation,	3543, 3544
trains to connect,	3529
failure to connect,	page 65 1-3, 3530
business connections,	3534
discrimination,	3535
Consolidation, when permitted,	3443

	SECTION.
Consolidation, how effected,	3444
to be ratified,	3445
powers under,	3446
bonds issued,	3447, 3448
suits by or against,	3449
Construction of words and phrases in statutes,	1
lien for services, etc.,	3022
liability for labor in,	3470
when commenced and completed,	3437, 3440
of branches, page 39	1-4
over what route,	3438
across navigable waters, page 33	3441
contractors to give security,	3470
across horse railroad, etc., page 38	
across other railroad,	3471
Contracts with connecting roads,	3472, 3473
Contractors to give security for payment for labor,	3470
Conveyances recorded, Secretary of State,	3474
Couplers, kind required,	3537-3539
Counties not to aid railroads, page 3	
Crossing of one railroad by another,	3471
Crossing of railroads and street railroads, etc., page 38	
private,	3462
removed, restored, page 35	1-4
navigable waters,	2668, 3441
non-navigable waters,	3476, 3477
Dams, supervisors of,	3696
Damages for change in grade, page 13	2
for change of highways, " 47	5
for land taken, appraisal of, 3464, 3465, 3490	
for injury to person, page 7	1, 2673
for taking highway or private way, " 15	
notice of action for, " 7	
awarded for land taken, how held for owner,	1988
Death, actions relating to, page 7	1
caused by obstruction on railroads, punishment for,	1400
caused by intoxication of employé, punishment for,	1403
Deed by company of land purchased,	2959
Demurrage and storage charges regulated, page 70	1, 2
Deposit by company before approval of layout,	3459
Depot, committing nuisance in,	1473
when not to be taken or used by another company,	3453
grounds not to be taken or used by another company,	3453

	SECTION.
Depot grounds, trespassing on,	3550, 3551
Designation of trains,	3540
Directors' affidavit,	3436
number and power,	3455
Discrimination forbidden,	3535, 3545
penalty for,	3536, 3546
Displacing switch, penalty for,	1431
Donation or loan by towns, etc., prohibited, page 3	
Drawbridges, trains stopping at,	3560, 3561
over navigable streams,	2668, 3441
Drawbridge, interference with navigation,	3562
stops at stations near,	3563
Drinking water in cars,	3540
Driving on track, etc.,	3550, 3551
Duties of "railroad companies," on whom obligatory,	3585
Easements, how taken, page 35	1-4
released by trustees,	517
Electric appliances, penalty for injury to, page 9	
current, penalty for taking without permission, page 9	
for other purposes than	
contracted for, page 9	
road not to cross railroad at grade, page 38	1
Electricity may be used, " 31	
for whistle in lieu of steam, " 72	
Elimination of private crossings, " 35	1-4
grade crossings, pages 44-48	
Embezzlement of tickets, " 69	1
Engine bell and whistle required,	3553
to be sounded,	3554-3557
when not to be sounded, page 72	1-3
Engines, abandonment or obstruction of,	1517
etc., attachments of,	918
fire communicated by,	1096, 3581-3583
shooting, etc., at,	1471
injuring,	1472, 1517
stopping, etc.,	1517
trespassing on prohibited,	3550-3552
Engineers to be sworn,	3557
Engineer's report with petition for incorporation,	392
with articles of association,	3436
Equipment, sale of, page 40	1-3
Establishment of stations,	3514, 3515

	SECTION.
Estimates for expenditures, by whom to be made,	380
Evading fares, penalty for,	1591, 3541
Examination of roads by commissioners,	3422, 3423
Execution, levy of, on interest of one road in another,	1178
Expenditures of commissioners, estimates for,	380
Explosives, transportation of, on railroads,	page 71
Fares, penalty for evading,	1591, 3541
commutation not to be changed,	3542
on Sunday trains,	page 64
Farm crossings, removed, restored,	" 35 1-4
Fees of witnesses,	3431
Fence, judge may order, when,	2700
at crossings,	3504
where and when to be built, etc.,	3505-3510
lien of company for cost of,	3508
barbed wire along highway,	page 58 2274
near buildings,	" 58 1, 2
around public buildings,	" 58 1, 2
Fenders on street cars,	" 21 ch. 221, 2-4
Fire from engines, negligence,	1096
damages,	3581
insurable interest in property destroyed by,	3581
notice of claims for damages by,	3582
action for damages by,	3582
risks not included in damage for land taken,	3583
Flagmen at crossings of highways,	3423, 3424, 3425
time for making finding,	3425
Footway on bridges,	3503
Foreclosure, record of,	3475
proceedings,	3572, 3576
powers of purchaser,	page 41 1-5
Forfeitures, suit for, when brought,	page 89 1379
Freight, transportation of, "short haul" law,	3545, 3546
explosives,	page 71
lien of company for, charges,	page 70 3
Frogs at grade crossings of steam and street railroads,	page 38
Gaming on cars,	2557
Gates at highways,	3423, 3424
time for making finding,	3425
at private ways,	1573
General Assembly, transportation of members of,	page 79

	SECTION.
General railroad law,	3433-3453
not to apply to horse railroads,	3453
Grade crossings, how changed, pages 44-48, 51	3484-3491
cost of changing repaid some towns, page 49	1
warning boards at,	3478
of steam and street railroads, how eliminated,	
page 46	1-4
of railroads, how changed, " 13	1-3
how maintained, " 38	
crossings, trains to stop at,	3560, 3561
Guardians may release damages for land taken,	3439
Guard rails on bridges or causeway, page 21, sec. 1, ch. 221,	3427, 3428
Hand-cars,	3540
Heating and lighting cars,	3569
Height of bridges over railroad,	2671
how changed, page 13	1-3
covered bridges,	3500
Highway crossing, damages for obstructing by trains, etc.,	2692
defective, injury to person,	2673
near covered bridges not to be obstructed,	2693
not crossing a railroad not to be laid out within 100	
yards of railroad unless approved by judge,	2700
judge order fences,	2700
damage for taking, page 14	
taken by railroad company, changed by order of	
superior court,	2712
taken by railroad company, by order of railroad com-	
missioners,	3476
gates, flagmen, or signals,	3423-3425
warning boards at,	3423, 3478
bridge over railroad, how maintained, page 48	
may be crossed or occupied,	3476
condition restored,	3476
location changed,	3476, 3486, 3487
land for alteration, how taken,	3479
not to be crossed at grade,	3480, 3481
new, over railroad, expense how paid, page 47	5, 3481
barbed wire fence, along, " 58	2274
over railroad, description of bridge to be determined,	3482
grade crossing of, how changed, page 44-48, 49	3484-3491
damages for change of grade, page 47	5
land taken for change in crossings, page 47	3484, 3490

	SECTION.
Highway, near railroad, how changed,	page 51 3486, 3487
crossing relocated, how ordered by selectmen, page 49	
relocated, how maintained,	3488
use of tracks across, restricted,	3492, 3493
laying tracks across, restricted,	3492, 3493
side tracks across,	3493
penalty for non-compliance,	3494
speed of locomotives regulated,	3498
to be planked,	3499
cattle guards,	3504
neglect as to,	3511
hand cars not to be left near,	3540
Incorporation of company,	392, 393
Increase in capital stock,	3450, 3452
Injunction against railroad officers by commissioners,	3429
Injuries from intoxication or negligence of employés,	1403
Injuring electric appliances, penalty for,	page 9 1
engine or car,	1472
switch or signal, penalty for,	1431
Injury to person, defective highway,	2673
actions relating to,	page 7 1
Inspection of books,	page 81 3
Interest of one railroad in another, levy of execution on,	1178
when released by trustee,	517
Junction switches, regulations for,	3564
Land, how much may be taken,	3460
additional, how taken,	page 33 3461
how soon taken, general law,	3439
how released, general law,	3439
how taken for private way,	3462
cut off from highway,	3462
how taken by appraisal,	3464
after construction,	page 35
damages, where railroad abandoned before opened,	3465
taken, damages awarded for, how kept for owner,	1988
taken, notice to owners,	3420
purchased, deed of, by company,	2959
no adverse possession gained,	2971
taken for change of grade-crossings,	page 47 3484, 3490
plan to be furnished,	3467
filed with town clerk,	3468

		SECTION.
Land, easements in, how taken, . . .	page 35	1-4
taken for new highway over railroad, . . .		3481
for necessary alterations, . . .	page 33	3512
taken, damages not include fire risk; . . .		3588
Laws to be posted, . . .		3423
Layout, approval of, . . .		3420
Leases by companies, . . .		3472
to be approved by stockholders, . . .		3473
Leases to be recorded in office of Secretary of State, . . .		3474
Levy of execution on interest of one railroad in another, . . .		1178
Liens for services and materials, . . .		3022
for freight charges, . . .	page 70	3
of company for cost of fences, . . .		3508
transportation of animals, . . .		1544
taxes to be, . . .		3927
Lighting and heating cars, . . .		3569
Limit of time for construction, general law, . . .		3440
suits for loss of life, . . .		1383
Loans by towns prohibited, . . .	page 3	
Location, deposit before asking approval of, . . .		3459
approval of commissioners, . . .		3460
change of, . . .	page 33	3460, 3461
plan filed with town clerk, . . .		3468
Secretary of State, . . .		3469
through or near cemetery, . . .		3463
Loss of life, actions relating to, . . .	page 7	1
or injury through intoxication or negligence of employé, . . .		1403
Machinery, etc., attachments of, . . .		918
Meaning of "railroad company," . . .	page 4	
Meeting, stockholders, proxies, . . .		1927, 3457
how called, . . .		3456
stock vote, . . .		3456
when stockholders not vote, . . .		3458
Milk transportation, . . .		3543, 3544
Missiles, throwing or shooting, penalty for, . . .		1471
Mortgages, bonds and, . . .		3570-3580
to secure bonds, . . .		3571
include rolling stock, . . .		3572
how foreclosed, . . .		3572, 3576
prior, not affected, . . .		3578

	SECTION.
Name of company, general law,	3435
stations posted,	3540
Navigation at drawbridges, interference with,	3562.
Negligence of employé, penalty for injury caused by,	1403
Notice on petition for incorporation,	393
by commissioners in regard to locating railroad or tak-	
ing of land,	3420
appraisers,	3420
superior court,	3420
of action for damages against railway companies, page 7	1
Not to cross at grade hereafter, page 38	
Nuisance, committing, on bridge,	1474
track or in depot,	1473
Number of annual reports to be printed,	331
brakemen to train,	3566
Obstructions on railroad causing death, penalty for,	1400
penalty for,	1429
Obstructing highway crossings,	2692, 2693
use of railroad,	1517
Offenses on cars, where prosecuted,	1611
Officers, choice of, and duties,	3455
injunction against, by commissioners,	3429
when not vote on proxies,	3457
Opened for travel, certificate required before,	3421
Operation of electric cars on Sunday, page 64	
steam trains on Sunday, " 63	
Passes for members of General Assembly, page 79	
Passengers on Sunday trains, " 64	
not to be put off between stations,	3541
seats for,	3423
Payment for labor, contractors to give security,	3470
Penalty for non-compliance with law as to building railroads	
across highways, or highways across railroads, and altera-	
tion of same,	3485
Penalty for non-compliance with orders as to use of tracks in	
highways,	3494-3498
general,	3496, 3607
how recovered,	1611, 3485, 3497
suit to recover, when to be brought, page 89	1379
for abandonment of engines, etc.,	1517
for breaking into cars, page 10	
for theft or embezzlement of tickets, " 69	1

	SECTION.
Penalty for neglect to provide bridge guards,	3502
to fence,	3507
for using barbed wire, page 58	
for gaming on cars,	3557
for Sunday trains, etc., page 64	3525
for not using standard time,	3528
for neglect to provide reasonable connections, page 65	3534
for not providing fenders on street cars, page 21	2-4
for not providing guard rails,	3428
for neglect to station flagmen, etc.,	3424
for discriminations,	3536
for placing obstructions,	1429
with intent to throw cars off,	1429
causing death,	1400
for negligence or intoxication causing injury or death,	1403
for displacing switches, etc.,	1431
for shooting, etc., at cars, etc.,	1471
for injuring cars, etc.,	1472
for injuring electric appliances, page 9	1
for committing nuisance on track or in depot,	1473
for nuisance on bridge,	1474
for embezzlement of tickets, page 69	1
for obstructing highway crossing,	2692-2693
for stopping engine, etc.,	1517
for not closing gates at private crossings,	1573
how enforced,	1611, 3485, 3497
for evading fares,	1591, 3541
for failure to bulletin late trains, page 68	3
for being on track, engine, etc.,	3552
for not providing approved couplers,	3539
for refusal to transport milk,	3544
ties, etc., for another road,	3547
for violating "short haul" law,	3546
for refusal to give receipt,	3548
for refusal to appear as witness,	3430
for not stopping at drawbridge or railroad crossing,	3561
for non-compliance as to speed over switches, etc.,	3564, 3565
for not making annual returns, page 81	3, 3589
for making false returns, " 82	
Petition for incorporation or alteration,	392, 393
Placing obstructions, etc., penalty for,	1429
Plan of land taken to be furnished,	3467
Platform, safety, on cars,	3540

	SECTION.
Platform, enclosing,	page 22 1-4
Police, railroad, steamboat, and street railroad,	296-298, 2002
Possession of land in railroad limits,	2971
Power, any, may be used in transportation,	3438
Powers of company, general law,	3438, 3446
Printing report of Commissioners,	331
Private way, neglect to close gates at,	1573
how provided by railroad company,	3462
removed,	page 35 1-4
damages for taking,	" 15
Property, taking of, for alteration, etc.,	3512
exempt from taxation,	page 85
	1, 3820, 3830, 3835, 3921
Prosecutions, or <i>qui tam</i> suits,	1611
for offenses on cars,	1611
Proxies,	1927, 3457
Public officers, reports of,	376
<i>Qui tam</i> suits, prosecution,	1611
"Railroad Company," meaning of,	page 4 3585
duties of, on whom obligatory,	3585
Railroad companies, powers of, not using animal power alone,	3454
may use electricity,	page 31
may regulate baggage,	" 68
crossing another,	" 38 3471
not to be built at grade across electric, horse, or cable	
road,	page 38 1-3
general law,	3433-3453
police,	296-298, 2002
powers of purchaser under foreclosure, page 41	1-5
Railroads, towns, etc., not to aid construction, page 3	
Real estate, what may be held,	3438
time within which taken,	page 35 3439
Receipt for freight to be given,	3548
Receivers and trustees, duties of,	3585
annual returns by,	3590
Recommendations by commissioners,	3426
Record of sale of equipment,	page 40 1-3
Record of assignments, releases, etc.,	3475
Release of easements by trustee,	517
of right of way, general law,	3439
Releases to be recorded,	3475

	SECTION.
Repairs required by commissioners,	3423
Report of engineer,	392, 3436
Reports, annual, number to be printed,	331
of public officers,	376
by commissioners of neglect, etc.,	3426
to General Assembly,	3432
Returns, annual, forms of, page 81	1-2
for street railroads, " 97, 98	
for taxation, 3919, 3923, 3924, 3926	
by lessees,	3590
false, penalty for, page 82	
neglect to make, " 81	3, 3589
sworn to, " 81	2
when and how made, " 81	2
Riding or driving on track, etc.,	3550, 3551
Right of way, general law, how soon obtained,	3439
release by owner,	3439
for highways, how obtained,	3479
Rockville Railroad Company, special privileges,	3591-3593
Rubbish, etc., depositing on railroad,	1473
Safety couplers,	3537, 3539
Sales of railroads,	3474
equipment, page 40	1-3
Seats for passengers,	3423
Shooting, etc., at engine or car, penalty for,	1471
Security from contractors for payment for labor,	3470
Signals, penalty for injuring,	1431
at highway crossings,	3424, 3425
" Short haul " law,	3545, 3546
Speed of trains, page 74	1-3
Spur tracks, how authorized,	3493
Standard time,	3528
Stations, how established,	3514, 3515
how abandoned, page 60	3516
how re-established,	3517
how rebuilt, page 61	
neglect to rebuild, " 61	
how changed on new location, " 60	1-3
power of commissioners as to,	3423
appeals from orders in regard to,	3518
stopping trains at,	3519-3522
near drawbridges,	3563

	SECTION.
Stations, safe approaches required,	3531
names to be posted,	3540
trains designated at,	3540
stretchers to be kept at,	3568
water-closets at,	3584
passengers not to be put off between,	3541
Statutes, words and phrases in, how construed,	1
made a part of charters, pages 33, 39	1, 4
Steamboat and railroad police,	296-298, 2002
Street railways, annual returns, pages 97, 98	3589, 3590
appeals from decisions of local authorities,	pages 100, 101
bonds, issue of, page 98	15
limitation of, " 99	
baggage, " 68	
bridges, " 95	12
charters, statutes made part of, " 100	17
claim for damages, personal injury or death, page 7	
commissioners, expenses, proportion of, page 102	
construction, limitation of time, page 91	4
damages caused by defective street, page 93	9, 10
directors, residence of, page 100	18
discontinuance of operation, " 92	5
electric appliances, penalty for injury to, page 9	
enclosing platforms, page 22	1-4
fenders, commissioners may order, page 21	2-4
general law, pages 89-102	
grade crossings, page 38	
guard rails on bridges, etc., " 21 1, 3427, 3428	
location of tracks, wires, etc., pages 90, 94	3, 11
may purchase land, etc., page 96	
merchandise, transportation of, " 93	7
mortgages and bonds, " 98	15
obstruction or abandonment of cars,	1517
orders by local authorities, alteration of, page 94	11
appeals from, pages 100, 101	
parallel lines, construction of, page 95	8
plans to be presented and approved, pages 89, 94	2, 11
police, 296-298, 2002	
repairs of streets, page 92	6
returns, annual, pages 97, 98	3589, 3590
running on tracks of other roads, page 99	16
of cars Sunday, " 64	

		SECTION.
Street railways, speed regulations,	page 95	13
"street" or "highway," meaning of, page 95		12
streets, defective damages caused by, "	93	9, 10
shall be sprinkled,	" 105	
repair of,	" 92	6
Sunday, operation of cars,	" 63	
taxation,	" 102	
tickets, fraudulent use of,	" 106	
transportation of merchandise,	" 93	7
transfers, fraudulent use of,	" 106	
to maintain certain highway bridge planking, page 48		
Stretchers on trains and at stations,		3568
Stock, towns, etc., may not subscribe,	page 3	
capital, general law,		3435
amount necessary, general law,		3436
affidavit as to amount subscribed,		3436
paid in,		3436
additional subscriptions,		3437
amount to be expended in two years,		3440
when cannot be taken by other companies,		3442
how increased,		3450-3452
vote,		3456-3458
guaranteed limited,	page 76	
valuation for taxation,		3931
Stocks of other companies, how acquired,	page 27	1, 2
Stockholders' meetings, proxies,		1927, 3457
when cannot vote,		3458
to approve lease,		3473
Storage and demurrage charges regulated,	page 70	1, 2
Suit for damages to person,	" 7	1
Suit for forfeitures, when brought,	" 89	1379
Suit for loss of life,	" 7	
Sunday trains, etc.,		3523-3527
running of electric cars,	page 64	
Supervisors of dams,		3696
Surveys may be made, how,		3438
Switch, penalty for displacing,		1431
Switches, may be passed without stopping,		3564, 3565
Taxation,	page 85, 1, 3820, 3830, 3835, 3919-3927, 3931	
Term of commissioners,		3413, 3415
Theft or embezzlement of tickets,	page 69	1
Throwing or shooting at cars, penalty for,		1471

SECTION.

Tickets for members of General Assembly,	page 79	
Ties, transportation of,		3547
Time, standard,		3528
Towns not to aid railroads,	page 3	
reimbursed for crossings changed,	" 49	1
Track, committing nuisance on,		1473
height of bridges over,		2671
riding or driving on,		3550-3552
Tracks, when not to be taken or used,	page 35	3453
land for additional,	" 33	
Trains, stoppage of, near villages,		3513
at stations,		3519-3522
near drawbridges,		3563
running on Sunday,	page 64	1-3, 3523-3525, 3527
to make connections,	page 65	1, 3, 3529, 3530
Trains, designation of, at stations,		3540
late, when bulletined,	page 68	1-3
when to stop before crossing a railroad or drawbridge,		3560, 3561
speed, at switches, etc., when regulated,		3565
number of brakemen on,		3566
speed of,	page 74	1-3
stretchers on,		3568
Transportation of animals,		1544
lien of company for,		1544
of members of the General Assembly,	page 79	
of explosives,	" 71	
Trespassing on engines, cars, tracks, etc.,		3550-3552
Trunk line of N. Y., N. H. & H. R. R.,	page 82	
Trustee release easements, etc.,		517
release damages for lands taken,		3439
duties as to fences,		3510
for bond-holders, possession,		3573
liability of,		3574
inventory by,		3575
accounting by,		3576
foreclosure by,		3576
neglect of duties, removal for,		3577
prior incumbrances not affected,		3578
powers same as company,		3579
expenses of operation,		3580
duties of,		3585
annual returns by,		3590

SECTION.

Use of electricity,	page 31	
Vote on proxies,		1927, 3457
Warning boards at grade crossings,		3478
Water-closets at stations,		3584
Water-courses not navigable, crossing of,		3476, 3477
Water, navigable, bridges over,		2668, 3441
drinking, in cars,		3540
Way bill, copy of, when to be given,	page 70	3
Wharves, when not to be taken or used,	" 35	3453
Whistle, engine to be provided,		3553
sounded,		3554-3557
when not to be sounded,	page 72	1-3
air in lieu of steam,	page 72	
Witnesses examined by commissioners,		3430
fees of, taxed and paid,		3431

State of Connecticut

PUBLIC DOCUMENT.

REPORT

OF THE

ADJUTANT-GENERAL

STATE OF CONNECTICUT,

TO THE

COMMANDER-IN-CHIEF,

FOR THE YEAR ENDING SEPTEMBER 30, 1899.

PRINTED BY ORDER OF THE LEGISLATURE.

BRIDGEPORT, CONN.:

PRESS OF THE MARIGOLD PRINTING COMPANY.

1899.

State of Connecticut.

REPORT.

ADJUTANT-GENERAL'S OFFICE,
HARTFORD, September 30, 1899.

To His Excellency, GEORGE E. LOUNSBURY,
Governor and Commander-in-Chief.

SIR:—

I have the honor to submit the following report of this department for the fiscal year ending September 30, 1899, of the Brigade, and Naval Battalion, Connecticut National Guard, Governor's Foot and Horse Guard, embracing the condition, strength and work of the Military Force of the State, from January 4, 1899, to date mentioned.

ORGANIZATION AND STRENGTH.

STATE OF CONNECTICUT.

ADJUTANT-GENERAL'S OFFICE,

GENERAL ORDERS,)

Hartford, January 4, 1899.

No. 1.)

I. The following order from the Commander-in-Chief is hereby promulgated for the information of all concerned :

STATE OF CONNECTICUT.

EXECUTIVE DEPARTMENT,

Order.

Hartford, January 4, 1899.

The following named persons have been appointed on the staff of the Governor and Commander-in-Chief, to take rank from January 4, 1899:

Brigadier-General Louis N. Van Keuren, Quartermaster-General, of Bridgeport, to be Adjutant-General with rank of Brigadier-General.

Captain George B. Newton, retired, to be Quartermaster-General with rank of Brigadier-General.

J. Francis Calef, of Middletown, to be Surgeon-General with rank of Brigadier-General.

John W. Atwood, of Plainfield, to be Commissary-General with rank of Brigadier-General.

Heman O. Averill, of Washington, to be Paymaster-General with rank of Brigadier-General.

George H. Cowell, of Waterbury, to be Judge-Advocate-General with rank of Brigadier-General.

Rollin S. Woodruff, of New Haven, to be Aide-de-Camp with rank of Colonel.

John W. Lowe, of New Haven, to be Aide-de-Camp with rank of Colonel.

Isaac M. Ullman, of New Haven, to be Aide-de-Camp with rank of Colonel.

Henry J. Steiner, of Norwich, to be Aide-de-Camp with rank of Colonel.

They will be obeyed and respected accordingly.

The Adjutant-General is hereby charged with the promulgation of this order to all concerned.

GEORGE E. LOUNSBURY,

Governor and Commander-in-Chief.

II. The following appointments are hereby announced for the information of all concerned:

Colonel William E. F. Landers, Assistant Adjutant-General, of New London, to be Assistant Adjutant-General with rank of Colonel, from January 9, 1895. Re-appointment.

Francis Parsons, of Hartford, to be Assistant Quartermaster-General with rank of Colonel, from January 4, 1899.

By order of the Commander-in-Chief.

LOUIS N. VAN KEUREN,

Official:

Adjutant-General.

WILLIAM E. F. LANDERS,

Assistant Adjutant-General.

On the above date the organization of the Connecticut National Guard was as follows:

Three Regiments of Infantry, consisting of the First Regiment, Headquarters, Hartford, Ten (10) Companies.

Second Regiment, Headquarters at New Haven, Ten (10) Companies.

ADJUTANT-GENERAL'S REPORT.

v

Fourth Regiment, Headquarters at Stamford, Five (5) Companies.

(The Third Regiment, consisting of twelve (12) companies, eight (8) of which being its original composition, with an addition of three (3) companies detached from the Fourth Regiment, and one (1) newly organized company of recruits, was still in the service of the United States, and designated the Third Regiment, Connecticut Volunteers, Infantry, with leave of absence for commissioned officers and furloughs to enlisted men).

In addition to the foregoing, there were a Light Battery, of (2) platoons, located in Branford and Guilford, respectively ; a Signal Corps, consisting of four sections, each under the command of a First Lieutenant, the whole Corps being under the command of a Captain, (who is also on the staff of the Brigade Commander, as Brigade Signal Officer ;) a Machine-Gun Battery, under the command of a Captain, consisting of four sections, each commanded by a First Lieutenant; a First Separate Company (Infantry) of Colored Troops ; and a Naval Battalion, under command of a Commander, consisting of two line and one engineer divisions, each commanded by a Lieutenant.

The following schedule gives the strength of the above organizations as recorded in this office on January 4, 1899.

Brigadier General, Staff and Non-Commissioned Staff,	13
Battery A, - - - - -	84

FIRST REGIMENT.

Colonel, Staff, Non-Commissioned Staff, Hospital Corps and	
Band, - - - - -	46
Company A, - - - - -	66
“ B, - - - - -	68
“ C, - - - - -	68
“ D, - - - - -	66
“ E, - - - - -	67
“ F, - - - - -	68
“ G, - - - - -	65
“ H, - - - - -	65
“ I, - - - - -	62
“ K, - - - - -	66

707

ADJUTANT-GENERAL'S REPORT.

SECOND REGIMENT.

Colonel, Staff, Non-Commissioned Staff, Hospital Corps and Band,	-	-	-	-	-	-	-	-	48
Company A,	-	-	-	-	-	-	-	-	64
" B,	-	-	-	-	-	-	-	-	60
" C,	-	-	-	-	-	-	-	-	64
" D,	-	-	-	-	-	-	-	-	60
" E,	-	-	-	-	-	-	-	-	67
" F,	-	-	-	-	-	-	-	-	63
" G,	-	-	-	-	-	-	-	-	66
" H,	-	-	-	-	-	-	-	-	68
" I,	-	-	-	-	-	-	-	-	65
" K,	-	-	-	-	-	-	-	-	62
									<hr/> 687

FOURTH REGIMENT.

Lieutenant-Colonel, Staff, Non-Commissioned Staff, Hospital								
Corps and Band,	-	-	-	-	-	-	-	52
Company B,	-	-	-	-	-	-	-	63
“ D,	-	-	-	-	-	-	-	63
“ E,	-	-	-	-	-	-	-	66
“ G,	-	-	-	-	-	-	-	36
								<hr/>
								280

Company K, of the Fourth Regiment, having been mustered out of the United States service as Battery B, First Regiment, Connecticut Volunteers Artillery, was disbanded as a Battery and re-assigned to its former position as Company K, Fourth Regiment, (G. O., No. 26, A.-G. O., December 31, 1898.)

First Separate Company,	-	-	-	-	-	65
Brigade Signal Corps,	-	-	-	-	-	25
Machine-Gun Battery,	-	-	-	-	-	40

NAVAL BATTALION.

Commander, Staff and Petty Staff,	-	-	-	14
First Division,	-	-	-	88
Second "	-	-	-	78
Engineer "	-	-	-	26
				<hr/> 206

SUMMARY.

Brigadier-General and Staff,	-	-	-	-	-	13
Battery A,	-	-	-	-	-	84
First Regiment,	-	-	-	-	-	707
Second Regiment,	-	-	-	-	-	687
Fourth Regiment,	-	-	-	-	-	280
First Separate Company,	-	-	-	-	-	65
Brigade Signal Corps,	-	-	-	-	-	25
Machine-Gun Battery,	-	-	-	-	-	40
Naval Battalion,	-	-	-	-	-	206
Aggregate,	-	-	-	-	-	2107

It was deemed necessary in General Orders No. 2, A.-G. O., under date of January 3rd, to call the attention of the Guard to paragraph 152, page 103, Law and Regulations, C. N. G., in relation to military discussions and publications and a strict observance was enjoined upon all.

In General Orders No. 3, A.-G. O. under date of January 17th, paragraph 696, article XIV, Law and Regulations, C. N. G., was amended so that the "system of target practice, adopted by the Connecticut National Guard, should be that in use by the Army of the United States, with such modification as should, with the approval of the Adjutant-General, be made by the Brigade Commander, and published in General Orders, by this department." The attention of commissioned officers was also called to prescribed channels of communication in relation to military correspondence, and commanding officers were directed to be more prompt in making annual returns to selectmen of the active members of their command, who had performed military duty required by law.

In General Orders No. 4, A.-G. O., under date of February 17th, an examining board was constituted for the examination of sixty-seven (67) officers for commissions in the Connecticut National Guard.

General Orders No. 5, A.-G. O., under date of March 5th, gave instructions regarding the control and leasing of State Armories.

General Orders No. 6, A.-G. O., under date of April 14th, dissolved the examining board and amended the Law and Regulations, Connecticut National Guard, relative to chevrons for non-commissioned officers.

General Orders No. 7, A.-G. O., under date of April 15th, announced that the Third Regiment, Connecticut Volunteer Infantry,

was mustered out of the service of the United States on March 20, 1899; directed commissioned officers to report through regular channels to this department, from their leave of absence, and commanding officers to report that "enlisted men have returned from furloughs granted them, after which, they will resume their former status in the C. N. G.;" re-assigned Companies K, L, and M, attached to the Third Regiment, to their former position in the Fourth Regiment, as Companies C, F, and I, and disbanded Company H, granting officers and men honorable discharges for faithful service. The Commander-in-Chief commended and thanked the Regiment for its patriotism and fidelity.

General Orders No. 8, A.-G. O., under date of April 21st, stated that sixty-nine (69) officers had passed their examinations and would receive commissions accordingly. Eight (8) had failed to pass and their appointments were revoked. It also authorized the Surgeon-General to have general supervision and control of all matters pertaining to the medical department of the Connecticut National Guard, by and with the advice of the Commander-in-Chief.

General Orders No. 9, A.-G. O., under date of May 1st, announced the members of the Connecticut National Guard who had qualified as marksmen, first-class marksmen and sharpshooters, during the season of 1898.

General Orders No. 10, A.-G. O., under date of May 1st, adopted the regulations prepared by the Surgeon-General, for the guidance of Surgeons and Assistant Surgeons of the Connecticut National Guard.

General Orders No. 11, A.-G. O., under date of May 4th, directed the Brigade-Commander to order his command, with the exception of Battery A, to parade during the month of May, as follows: Infantry to parade by regiments; Machine-Gun Battery as a Battery. The date and composition of the parade of the Brigade Signal Corps, First Separate Company and Naval Battalion, to be left discretionary with the Brigade Commander.

General Orders No. 12, A.-G. O., under date of May 26th, directed Memorial Day, May 30th, to be observed by the display of the National Flag at the arsenal, the Soldiers' Home at Noroton, and on the State Armories, at half-staff, from sunrise until mid-day, and at noon to be raised to the top of the staff and remain there until sunset.

General Orders No. 13, A.-G.O., under date of July 1st, accepted the resignation of Brigadier-General Heman O. Averill, Paymaster-General, and appointed Brigadier-General John W. Atwood, Commissary General, as Paymaster-General; also appointed Colonel Henry C. Morgan, (retired) Commissary-General, with rank of Brigadier-General, all with rank from July 1, 1899.

General Orders No. 14, A.-G. O., under date of July 5th, directed the brigade commander to assemble his command in undress uniform, for six days camp duty, at the State Military Rendezvous, Niantic, commencing Monday, August 21st, at ten o'clock in the morning.

General Orders, No. 15, A.-G. O., under date of July 15th, published an act amending an act revising the military laws. Section 1, chapter 123, amends section 9, public acts, 1897, by substituting the words "service in the army and navy of the United States," in place of "service in the war of the rebellion."

Section 1, chapter 212, amends section 15, public acts, 1897, by allowing three (3) military Aides-de-Camp, with rank of Colonel, upon the staff of the Commander-in-Chief, and adding thereto one naval officer, with rank of Captain, who shall be designated as naval aide, to the Commander-in-Chief.

Section 2, chapter 212, amends section 18, public acts of 1895, by separating the naval battalion from the brigade.

Section 3, chapter 212, amends section 29, public acts of 1895, by allowing appointed officers, an opportunity for a second examination, if recommended by the examining board, provided they failed to pass a satisfactory examination, before said board.

Section 4, chapter 212, amends section 39, public acts, 1895, providing State decorations for revolver practice.

Section 5, chapter 212, amends section 38, public acts of 1895, so as to provide each officer who shall furnish himself with a complete uniform, twenty dollars per annum, instead of fifteen.

Section 2, chapter 212, amends section 52, public acts of 1895, making spring parades and annual encampments discretionary with the Commander-in-Chief.

Chapter 212 amends public acts of 1897, in relation to the naval militia, by adding one Line Division and permitting the Commander-in-Chief to determine when the Engineer Division, shall be disbanded or reorganized as a Line Division, without impairment to the efficiency of the battalion.

Chapter 101, clothes the Adjutant-General with more authority in the enrollment of the militia and allows him if necessary to go behind the returns of the selectmen of the several towns.

General Orders No. 16, A.-G. O., under date of July 20th, directed Commander Edward V. Raynolds, Commanding Naval Battalion, C. N. G., to assemble his command, at New Haven, Conn., August 16, 1899, at 9 o'clock, A. M., for eight (8) days duty, on board the U. S. S. *Prairie*, which had been designated by the Navy Department for that purpose.

General Orders No. 17, A.-G. O., under date of July 25th, directed the brigade commander to detail the brigade commissary to report to the Commissary-General, Saturday, August 19, 1899, for duty in the subsistence department; also called attention to enlistments requiring the approval of the Surgeon-General, and the necessity of having permission from the Commander-in-Chief when parading under arms, or with State property.

General Orders No. 18, A.-G. O., under date of August 9th, directed General Russell Frost, brigade commander, to order the commissioned officers, detailed by him, for the commissary department, and the regimental commissaries to report to the Commissary-General, Saturday, August 19, 1899; directed how cooks should be carried on the pay roll; also directed the Quartermaster-General, before transferring Camp Lounsbury to the brigade commander, to cause a complete inspection to be made of the canvas and tent floors and ordered the brigade commander on Saturday, August 26th, to detail commissioned officers to make an inspection of said property and report any defacing or cutting of the same.

General Orders, No. 19, A.-G. O., under date of August 18th, makes General Headquarters at Camp Lounsbury, State Military Rendezvous, Niantic, from August 21-26, inclusive, where all correspondence will be addressed; also gives the changes that have occurred in the commissioned officers of the Connecticut National Guard since December 30, 1898, and dishonorably discharges two members of the Connecticut National Guard, in accordance with sentence of Field Officers Court.

General Orders No. 20, A.-G. O., under date of August 30th, stated that the time limit of applications for discharges from the Connecticut National Guard, by reason of service in the Spanish-American War, having been sufficiently ample, General Orders No. 7, A.-G. O., in relation to the same, was rescinded.

General Orders, No. 21, A.-G.O., under date of September 22nd, ordered a State Rifle Match for teams from each regiment and other organizations of the Connecticut National Guard, to take place at the State Military Rendezvous, Niantic, October 3, 1899; gives the list and present status of prizes to be competed for; instructs enlisting officers in regard to enlistment papers of recruits; also tenders the congratulation and commendation of the Commander-in-Chief to the brigade upon its successful tour of duty performed at Camp Lounsbury, August 21-26, inclusive.

Special Orders, No. 21, A.-G. O., under date of January 26th, states that the resignation of Colonel Augustus C. Tyler, Third Regiment Infantry, Connecticut Volunteers, has been accepted by the War Department, and appointed Lieutenant-Colonel Alexander Rogers, Third Regiment, Connecticut Volunteers, to fill the vacancy.

Special Orders, No. 27, A.-G. O., under date of February 4th, instructed the Quartermaster-General, to forward to the Springfield Armory, Springfield, Mass., ordnance stores as follows:--443 Web Cartridge Belts, 451 Arm Chests, 437 Bayonet Scabbards, 27 Springfield B. L. Rifles with Bayonets and 63 Merriam Packs.

Special Orders, No. 29, A.-G. O., under date of February 26th, appointed a Board of Inspection to convene at the State Arsenal, to inspect the dress coats, and helmets, property of the state.

Special Orders No. 50, A.-G. O., under date of March 3rd, at the request of the Colonel commanding, approved by the brigade commander, disbanded Company D, First Regiment, C. N. G., and honorably discharged officers and men from the military service of the state.

Special Orders, No. 54, A.-G. O., under date of March 4th, directed the Quartermaster-General, to sell the dress coats and military property of the state, in accordance with the recommendation of Board of Inspection.

Special Orders, No. 59, A.-G. O., under date of March 13th, authorized the Quartermaster-General to purchase such clothing and equipment as might be necessary to uniform and equip the First Regiment.

Special Orders, No. 76, A.-G. O., under date of April 14th, accepted the resignation of Colonel Augustus C. Tyler, Third Regiment, C. N. G., and granted him an honorable discharge from the military service of the State.

Special Orders, No. 81, A.-G. O., under date of April 21st, directed the Quartermaster-General to uniform and equip the Third Regiment, Companies C, F, G, I and K, Fourth Regiment, Brigade Signal Corps, and Naval Battalion; also directed him to put the State Military Rendezvous, Niantic, in proper condition for occupancy by the Connecticut National Guard.

Special Orders, No. 86, A.-G. O., under date of April 26th, directed Commander Edward V. Raynolds, commanding Naval Battalion Connecticut National Guard, to detail two (2) commissioned officers, and fourteen (14) enlisted men, to report to the commandant of the New York Navy Yard, for service on the U. S. S. *Elfrida*, when notified that said vessel will be in condition for loan and use by the State.

Special Orders, No. 88, A.-G. O., under date of April 28th, authorized Commander Edward V. Raynolds, in behalf of the Governor and Commander-in-Chief, to receipt to the Navy Department for the U. S. S. *Elfrida*, together with her apparel, boats and equipment.

Special Orders, No. 92, A.-G. O., under date of May 4th, directed the Quartermaster-General to proceed to New Haven, and verify the invoice and receipts given to the U. S. Government by Commander Edward V. Raynolds, in behalf of the Commander-in-Chief, for the U. S. S. *Elfrida*, and take an inventory of the vessel and property pertaining thereto.

Special Orders, No. 120, A.-G. O., under date of May 19th, accepted the resignation of Colonel Charles L. Burdett, commanding First Regiment, and honorably discharged him from the service of the state.

Special Orders, No. 177, A.-G. O., under date of June 29th, organized a Third Division of the Naval Battalion, at Bridgeport, and directed Commander Edward V. Raynolds, to assemble the members for a choice of officers.

Special Orders, No. 180, A.-G. O., under date of July 3rd, states that the First Separate Company, being the only unattached organization in the Connecticut National Guard, and the best interests of the service demanding a compact and efficient brigade, the Commander-in-Chief directs that said company be disbanded.

Special Orders, No. 216, A.-G. O., under date of August 2nd, directed the Quartermaster-General to burn all mattresses, destroy

the tent floors, and remove the kitchens that have been in use at the State Military Rendezvous, Niantic.

Special Orders, No. 241, A.-G. O., under date of September 11th, directed the Second Regiment, Second Section Brigade Signal Corps, Second Section Machine-Gun Battery, Connecticut National Guard, First and Second Companies, Governor's Foot Guard, to be assembled by their respective commandants, as an escort to the Commander-in-Chief, in the City of New York, September 30th, to participate in the land parade in honor of Admiral George Dewey, U. S. N.

Special Orders, No. 243, A.-G. O., under date of September 12th, detailed Brigadier-General J. Francis Calef, Surgeon-General and Major Joseph H. Townsend, Surgeon, Second Regiment, as representatives to the Association of Military Surgeons of the United States, convening in Kansas City, Missouri, September 27-29, 1899.

THE CONNECTICUT NATIONAL GUARD.

At the close of the fiscal year ending September 30, 1899, the Connecticut National Guard consisted of the following organizations:

Brigadier-General, Staff, and non-commissioned Staff, fifteen, (15).

First Regiment, Colonel Edward Schulze, commanding, officers and enlisted men, six hundred and seventy-one, (671).

Second Regiment, Colonel Lucien F. Burpee, commanding, officers and enlisted men, seven hundred and twenty, (720).

Third Regiment, Colonel George Haven, commanding, officers and enlisted men, three hundred and eighty-nine, (389).

Fourth Regiment, Colonel Charles W. Hendrie, commanding, officers and enlisted men, five hundred and seventeen, (517).

Brigade Signal Corps, Captain William F. M. Rogers, commanding, officers and enlisted men, forty-one (41).

Battery A, Captain William J. O'Brien, commanding, officers and enlisted men, seventy-four (74).

Machine Gun Battery, Captain William H. Sears, commanding, officers and enlisted men, forty-two (42).

Naval Battalion, Commander Edward V. Raynolds, commanding, officers and enlisted men, one hundred and ninety-seven (197).

Aggregate, twenty-six hundred and twelve, (2612).

It must be understood that from January 4, 1899, the Connecticut National Guard has been in the process of reorganization, particularly that portion which participated in the late war. Orders have been issued reducing the strength of infantry companies, from one hundred and nine (109), to sixty-eight (68), entailing a wholesale discharge of officers and men; many companies were reduced to less than a minimum, which necessitated the infusion of new blood, in the shape of recruits. The muster rolls of December, 1898, show a large percentage of loss, which has been offset by a healthy gain, on account of a more rigid medical examination, which conforms to that in use by the regular army; the aim of the administration at present being to place the Connecticut National Guard upon a better basis, physically.

In process of reorganization, numerous complications have arisen, some of which demanded and received heroic treatment. The number of enlistments and re-enlistments, during the fiscal year, ending September 30, 1899, was five hundred and thirty-two (532).

ADJUTANT-GENERAL'S DEPARTMENT.

The business of this department for the fiscal year has increased at least one-third, occasioned by the reorganization of the Connecticut National Guard, together with many changes that have been made in the rank and file. It must be remembered that this department has a general supervision and check over all the other military departments; no requisition for money being honored unless by the approval of the Adjutant-General; and requisition by the Adjutant-General, upon approval of the Commander-in-Chief. It has supervision of the whole military force of the state, being general headquarters from whence orders for its government emanate, and where all returns are made; these facts being understood, it is not surprising that the expenses of this department have increased.

The following statement shows the receipts and disbursements of the Adjutant-General's Department for the fiscal year ending September 30, 1899.

ADJUTANT-GENERAL'S REPORT.

xv

BRIGADIER-GENERAL GEORGE HAVEN, *Adjutant-General*,

In account with the State of Connecticut.

1898.	DR.		
Oct. 1,	To balance,	- - - -	\$ 80.50
Oct. 19,	To order on State Treasurer,	-	300.00
Dec. 19,	" " " " "	-	400.00
		—————	\$780.50
1899.	CR.		
Jan. 4,	By disbursement from Oct. 1, 1898		
	to Jan. 4, 1899, as per vouchers		
	Nos. 1 to 15, - - - -		\$670.66
	By balance to General Louis N.		
	Van Keuren, Adjutant-General,	109.84	
		—————	\$780.50

BRIGADIER-GENERAL LOUIS N. VAN KEUREN, *Adjutant-General*,

In account with the State of Connecticut.

1899.	DR.		
Jan. 4,	To balance from General George		
	Haven, Adjutant-General, -	\$109.84	
Jan. 18,	To order on State Treasurer, -	500.00	
Mar. 30,	" " " " " -	500.00	
May 28,	" " " " " -	300.00	
June 8,	" " " " " -	500.00	
July 20,	" " " " " -	253.96	
July 20,	" " " " " -	500.00	
		—————	\$2,663.80
1899.	CR.		
Mar. 31,	By disbursements Jan. 4, to Mar. 31,	\$749.35	
June 30,	" " Apr. 1, to June 30,	976.36	
Sept. 30,	" " July 1, to Sept. 30,	933.82	
Sept. 30,	" balance turned in to State Treas.,	4.27	
		—————	\$2,663.80

QUARTERMASTER-GENERAL'S DEPARTMENT.

The labor of this department has been arduous in uniforming and equipping anew the greater portion of the Connecticut National Guard which has at present a neat, serviceable uniform, dress coats

and helmets having been abolished. This department is not only to be congratulated but complimented upon its success in introducing the new system of water supply at the State Military Rendezvous, Niantic, thereby insuring pure water to the troops and preventing disease.

Your attention is respectfully directed to the forthcoming report of this department for details.

SURGEON-GENERAL'S DEPARTMENT.

Your attention is respectfully called to the report of the Surgeon-General and his subordinates in the medical department, embracing as they do, much valuable information in relation to sanitation of military camps. The Surgeon-General's report of changes made in the medical examinations of recruits meets with my hearty commendation and approval.

COMMISSARY-GENERAL'S DEPARTMENT.

The report of the Commissary-General, demonstrates quite clearly that the best method to be pursued in the matter of subsisting troops in camp, is by rations issued under supervision of the brigade quartermaster and regimental staff officers, detailed for that purpose. This department is convinced, (saying nothing of the saving to the State pecuniarily), that the subsisting or feeding the troops as indicated above, at Camp Lounsbury, is a success, and eminently satisfactory to the Guard.

PAYMASTER-GENERAL'S DEPARTMENT.

The report of Brigadier-General Heman O. Averill, Paymaster-General, and his successor, Brigadier-General John W. Atwood, shows that there was paid for the fiscal year ending September 30, 1899, viz. :

Brigadier-General George E. Keeney, Paymaster-General from	
October 1, 1898, to January 4, 1899.	
Connecticut National Guard, - - - -	\$884.99
Brigadier-General Heman O. Averill, Paymaster-General, from January 4, 1899, to June 30, 1899,	
Connecticut National Guard, including several	
organizations for May parade, - - - -	4,882.80

ADJUTANT-GENERAL'S REPORT.

xvii

Brigadier-General John W. Atwood, Paymaster-General, from June 30, to September 30, 1899 :

(May Parade, - - - - -	-
Encampment Connecticut National Guard, -	-
Brigade tour of duty, six (6) days, - - -	-
Naval Battalion, tour of duty eight (8) days, -	-
Expenses of officers and medical examinations for recruits), - - - - -	-
	37,483.08
	<hr/>
	\$43,250.87

Balance turned back to State Treasurer, September 30,

1899, - - - - -	-
	1,508.34
	<hr/>

Total, - - - - -	-
	\$44,759.21

JUDGE-ADVOCATE-GENERAL'S DEPARTMENT.

The report of the Judge Advocate-General, found on page 113, though brief, evidences the necessity of having a staff officer well versed in military law. The present incumbent of this office shows a painstaking zeal in discharging the duties pertaining to his position.

STAFF DEPARTMENT.

By the recent amendment to the militia law, there was substituted for one of the four military aides-de-camp, heretofore authorized, an aide-de-camp, with naval rank, who shall be designated as naval aide to the Commander-in-Chief, with rank of Captain. "The Commander-in-Chief shall appoint and commission him; but no person shall be eligible for the position of naval aide, unless he shall be a resident of this state and hold or have held, a commission as an officer in the United States Navy or naval militia. Said naval aide shall hold office during the pleasure of the Commander-in-Chief."

RIFLE PRACTICE.

State decorations have been issued for rifle practice to officers and enlisted men who qualified as sharpshooters, first class marksmen and marksmen for the year 1898, as follows :

Decorations for Marksmen, - - - -	295
Decorations for 1st Class Marksmen, - -	228
Decorations for Sharpshooters, - - - -	150
Total, - - - - -	<hr/> 673

Decorations for revolver practice have also been awarded to officers and men who made the same qualifications for years 1897-1898. The state trophies, consisting of first prize, Bust of Ex-Governor Luzon B. Morris ; second prize, Silver Loving Cup ; third prize, Etching of Generals Grant, Sherman and Sheridan ; contested for at the annual Brigade Tournament, having been won three times, are now in the possession of the Third, Second and First Regiments, respectively. The Connecticut National Guard at present being quite proficient in rifle practice, the time has arrived to raise the standard of qualification, by requiring a larger score to be made for qualifying as marksman, first class marksman and sharpshooter. To this might be added an expert class. The Guard is enthusiastic over this branch, a knowledge of which is essential in case of active service.

The present armament of the Guard, the new Springfield breech-loading rifle, cal. .45 in my judgment, is amply sufficient, and is much better than a longer range rifle, (if smokeless powder is used), in case of riot or insurrection, as the latter would be liable to injure inoffensive citizens a mile away from the scene of disorder.

NAVAL MILITIA.

The Naval Militia as now composed, consists of a Naval Battalion, under the command of a commander, subdivided into three (3) Line, and one (1) Engineer Divisions, located as follows:

Headquarters of Battalion, First Line and Engineer Divisions, at New Haven, Second and Third Line Divisions at Hartford and Bridgeport, respectively. Aggregate strength September 30, 1899, one hundred and ninety seven (197). The engineer division will probably be disbanded in the near future and its officers placed upon the staff of the Commander. The Naval Battalion responded promptly to a man in the Spanish-American war, and made an enviable record. That the ability of the commissioned officers was recognized, is evident from the fact that nearly all were commissioned in the Navy and given positions on the Naval Auxiliary Force, which performed patrol duty along our seaboard. To the praise of the enlisted men, it may be stated that they accepted the very unpleasant duty of losing their identity as an organization, and were distributed on vessels at the will and pleasure of the Navy Department.

Connecticut has been quite liberal with the Naval Battalion, furnishing them with one (1) U. S. Steamer, (the *Elfrida*, with boats and other outfit, loaned by the U. S. Government), one (1) steam launch, (loan); two (2) steam whale boats, (loan); one (1) fourteen (14) oared barge, (loan); one (1) twelve (12) oared barge and one (1) standard navy cutter (drawn from appropriation). It has also been furnished with new uniforms and equipments. The recent amendment to the militia law separates the Battalion from the Brigade, thereby giving it more latitude.

The personnel of the Naval Battalion is excellent, possessing as it does an intelligent membership.—It has been demonstrated that the organization was a valuable auxiliary force to the United States Navy in case of war, and being well drilled and disciplined, it can be relied upon to perform shore duty, when demanded by the State.

GOVERNOR'S GUARD.

The Governor's Guard remains in the same condition as it has been for a number of years, in regard to organization and equipment. The two Companies of Horse, located in Hartford and New Haven, respectively, respond promptly for escort duty to the Commander-in-Chief, and make a creditable appearance on parade.

ADJUTANT-GENERAL'S REPORT.

The two Companies of Foot Guard, located in Hartford and New Haven, respectively, also respond promptly for escort duty, and possess an esprit de corps, which enables them to retain an enthusiastic membership. The First Company of Hartford is composed of comparatively young men, well officered and up-to-date in drill which conforms to the present U. S. Regulations. The Second Company located in New Haven has a membership consisting of graduates from the war of the rebellion and Connecticut National Guard, is well officered, and drilled in Upton's Army Tactics which are obsolete. It has been suggested that there should be a uniformity of drill in these two organizations so that they could be assimilated when called upon to act as a unit.

MILITARY ENROLLMENT.

The following is a summary of the Military enrollment as returned to this office by the Selectmen, January, 1899:

Total number enrolled,	- - - - -	112,506
Total number liable to military duty in case of war,		109,115
Total number exempt for legal causes,	- -	26,645
Total number liable to commutation tax,	- -	85,861

EXPENSES OF THE CONNECTICUT NATIONAL GUARD.

Disbursements were made by the following officers, for the fiscal year ending September 30, 1899:

Adjutant-General for printing, stationery and general office expenses, (part of this from the contingent fund, on account of expenses incurred by the late war),	- -	\$ 3,330.19
Quartermaster-General,	- - -	155,123.87
Paymaster-General,	- - -	43,250.87
Commissary-General,	- - -	5,170.43
Comptroller for salaries, office expenses, audit, etc.,	- - - - -	12,581.46
Total,	- - - - -	<hr/> \$219,456.82

FITCH'S HOME FOR THE SOLDIERS, NOROTON HEIGHTS.

The management of the Soldiers' Home by its efficient officers is to be commended. The neatness and orderly appearance of the buildings and grounds, together with the cleanly appearance of the inmates indicates very clearly the systematic work of the Home's capable Superintendent.

The law provides that the Home shall be under the supervision of the Soldiers' Hospital Board of which Your Excellency, the Adjutant-General and Surgeon-General are members (ex-officio). In addition thereto there are three members of the Grand Army of the Republic, who are confirmed by the Governor, on nominations of the Department Commanders. The following are re-appointments: General L. A. Dickinson of Hartford, and Captain Alfred B. Beers of Bridgeport, terms expire March 29, 1900; William E. Morgan of New Haven, term expires Jan. 1, 1900.

Under the specific appropriation of one hundred and thirty thousand dollars (\$130,000) for the Soldiers' Home at Noroton, for the two years ending September 30, 1899, the following amounts have been drawn during the fiscal year:

December 31, 1899,	-	-	\$20,000.00
March 31,	"	-	20,000.00
June 30,	"	-	20,000.00
September 30,	"	-	15,246.00
			<hr/>
			\$75,246.00

DISBURSEMENTS.

Quarter ending December 31, 1898,	-	-	\$18,595.65
Quarter ending March 31, 1899,	-	-	21,031.47
Quarter ending June 30, 1899,	-	-	19,410.37
Quarter ending September 30, 1899,	-	-	16,926.26
			<hr/>
			\$75,963.75

(Deficiency taken from sales and Fund of the Home as embodied in the following recapitulation.)

ADJUTANT-GENERAL'S REPORT.

RECAPITULATION.

From State of Connecticut for two fiscal years				
ending September 30, 1899,	-	-	-	\$145,216.00
From Fitch Fund,	-	-	-	4,727.27
From Sales,	-	-	-	617.30
From Sundries,	-	-	-	18.50
				<hr/>
				\$150,609.07
Disbursements for the two years mentioned,				<hr/>
				\$150,472.90
				<hr/>
Balance on hand,	-	-	-	\$136.17

The "Fitch Fund" of \$20,000 according to the conditions of the legacy, is to remain intact, the income only from that amount to be used for the maintenance of the Home.

The National Government has paid the State during the				
Two Fiscal Years, 1898,	-	-	-	\$ 39,200.00
1899,	-	-	-	42,480.00
				<hr/>
Total,	-	-	-	\$ 91,680.00
Leaving a net expense to the State of only -				\$ 63,566.00

There was appropriated by the General Assembly of 1899 the sum of \$12,000 for an addition to the Hospital Ward, and \$5,000 for water supply. According to the "Tri-monthly Report" received by this Department, October 1, under date of September 30, there were four hundred and ninety-five (495) inmates, with nearly fifty (50) awaiting admission. The new building (addition to the hospital ward) will be completed January 1, 1900, and by making a few changes, it is expected that there will be sufficient accommodation for the number of applicants mentioned. There are forty (40) Connecticut soldiers on the waiting list, the balance being from other states. Preference is given to those from Connecticut, but all will be taken care of as soon as conditions will permit. The number of applicants for admission to the Home is increasing and will continue to do so until the "high water mark" is reached

in 1905, when there will be a natural decrease on account of deaths from disease and old age, which is now apparent in the great percentage that is in the hospital ward at the present time.

CONCLUSION.

What the future status of the National Guard of the various States will be in its relationship to the regular army, time alone can tell. The experience of the past war, demonstrated the fact that the Connecticut National Guard, under the present organization and law, cannot be considered an auxiliary to the United States Army, when called upon for two years volunteer service; the members of the Guard are unwilling to volunteer for a longer period than three months, on account of their various occupations in civil life, and many of them could not be given up without great personal sacrifice; for a three months' service, and possibly four, in the volunteers, there would be a grand rally and organizations as now constituted, would go into said service with full ranks. The intent of the law, and feeling of the troops are, that the guard, besides its duty as a state constabulary or police force, is for the purpose of providing the United States with an intelligent and well drilled body of men to tide over any sudden emergency that might arise, when prompt action was necessary, for a short time, so as to give the Government, in the interim opportunity to organize a volunteer force, for a longer service; given these conditions, and the guard as now organized would be satisfactory. It is hoped that Congress will give this matter careful consideration. Connecticut's record, despite the attacks which have been made upon its military administration, shows that notwithstanding the many serious complications that arose, the State furnished in the Spanish-American war, in sixty days, more than three thousand, four hundred (3,400) men, being one thousand, one hundred and forty (1,140) in excess of its quota.

The experience obtained in the Spanish-American war is a convincing argument that the elective system of nominating commissioned officers, is defective, as in many instances men are elected

to the responsible position of commissioned officers in the National Guard, simply on account of their popularity, without much regard as to capability. The examining boards remedy the evil to a great extent, but do not entirely correct it. Nominations of officers should be based solely upon merit, after a competitive examination.

The State of Connecticut has reason to be satisfied with the composition and efficiency of its National Guard, particularly in view of its disorganized condition at the close of the Spanish-American war. No State has a more enthusiastic soldiery. Men of the best social standing in some sections have interested and identified themselves with the Guard, and by their efforts have raised the standard and esprit de corps. It must be understood by those paying the military tax, that the officers and enlisted men serve in the Guard at an expense far in excess of what they receive. That a body of men like our military force is willing to perform this service cheerfully and uncomplainingly, is the best evidence of the loyalty, patriotism and devotion to country, which is inherent in every American citizen. The experience of the late war has proved a valuable lesson to the military department of the State, and changes and improvements are being gradually made to increase its efficiency.

It is earnestly hoped Congress will promptly and clearly outline its plans for National Guard re-organization, and when this is done, Connecticut can very properly bring into existence the commission raised by the last General Assembly for re-organizing the National Guard of this state. There should be but two regiments, recruited possibly on a basis of one battalion from each Congressional District, organized as at present for state service; and one regiment recruited for service anywhere, under call by the President through the Governor, the officers to be appointed by the Governor or the War Department. The adoption of this policy by every state, (the number of regiments to be in proportion to population), would give the United States a superb force in reserve which would prove exceedingly valuable as a second line to the regular army.

Our staff departments from general to regimental headquarters are exceedingly top heavy and should be thoroughly reduced with regard to rank, and no appointment made thereon except the appointee had previous military service either in the United States Army or National Guard.

Battery A, consisting of two platoons located in Branford and Guilford respectively, should be disbanded, as it is badly located geographically, has no manual known to modern officers, and with its present armament consisting of guns which are obsolete and practically worthless, is an expensive and impracticable force. Under the present conditions of warfare the artillery branch of the service is most important and therefore the battery should be located by platoons in the large cities where it could respond promptly when called into action.

Armory drills are necessary, state encampments valuable, but the guard should have more practical field work in shape of practice marches, where every detail such as cooking, selecting and pitching camps, sanitation, and out-post work might be thoroughly and practically put into operation; all of which would give officers and enlisted men self-reliance in the hour of danger.

I have the honor to submit herewith, the following tabulated statement, reports, etc.:

1. Register.
2. Abstract of Muster Rolls, Connecticut National Guard.
3. Report of Surgeon-General and Medical Officers.
4. Report of Commissary-General.
5. Report of Judge-Advocate-General.
6. Report of Brigadier-General Russell Frost, commanding Brigade Connecticut National Guard.
7. Supplementary report of Brigadier-General Russell Frost, commanding Brigade Connecticut National Guard, embracing extracts from report of Major Howard A. Giddings, Brigade Inspector.
8. Report of Captain Frederick A. Hill, Aide-de-Camp, Brigade Connecticut National Guard. (Acting Provost Marshal).
9. Reports of Commanding Officers, Connecticut National Guard, regarding Spring Parades, 1899.

10. Report of Commander Edward V. Raynolds, commanding Naval Pattalion, Connecticut National Guard.
11. Reports of Examining Board.
12. Reports of Boards of Inspection, State Property.
13. Reports of Inspections of the State Military Rendezvous, Niantic, Conn., by State Board of Health.
14. Report of Colonel Lucien F. Burpee, commanding Brigade, Connecticut National Guard, of the Connecticut Troops who participated in the land parade in New York City in honor of Admiral George Dewey, United States Navy.
15. Reports of Commanding Officers, Governor's Guard.
16. Report of Colonel William E. F. Landers, Assistant Adjutant-General, in relation to pensions and bounty claims.
17. Military Enrollment, 1899.
18. General Orders and Important Special Orders.

Very respectfully,

Your obedient servant,

LOUIS N. VAN KEUREN,

Adjutant-General.

[1]

OFFICIAL REGISTER.

COMMANDER-IN-CHIEF

AND THE

CONNECTICUT NATIONAL GUARD.

SEPTEMBER 30, 1899.

REGISTER.

COMMANDER-IN-CHIEF AND STAFF.

ORGANIZATION, NAME, RESIDENCE, RANK, AND DATE OF RANK.	P. O. ADDRESS.	AGE.	BIRTHPLACE.	SERVICE.	
				In National Guard or Militia of this or any other State.	In U. S. Army or Navy.
<i>Commander-in-Chief.</i> Gov'n'r GEORGE E. LOUNSBURY. Ridgefield; inaug. Jan. 4, 1899.	Ridgefield.	60	Pound Ridge N. Y.		
<i>STAFF.</i> <i>Adjutant-General.</i> Brig.-Gen. Louis N. Van Keuren, Bridgeport; Jan. 4, 1899.	Bridgeport.	49	Wurtsbor- ough, N. Y.	Private Co. C (Bridgeport), 4th Regt. C. N. G., Sept. 11, 1884; dis. by disband- ment of Co., Dec. 19, 1884. Capt. and Adjt. 4th Regt. C. N. G., Jan. 10, 1885; Lieut.-Col. and A. A. G. of Brigade, C. N. G., Mar. 6, 1890; re- signed May 30, 1892. Quartermaster General State of Conn., Jan. 6, 1897; hon. dis. Jan. 4, 1899. Adjt.-Gen., State of Conn., Jan. 4, 1899.	
<i>Quartermaster-General.</i> Brig.-Gen. George B. Newton, Hartford, Jan. 4, 1899.	Hartford.	42	Hartford, Conn.	Private Co. F, 1st Regt. C. N. G., Sept. 20, 1875; Corp. April 6, 1878; dis. Oct. 30, 1880. Re-en. Nov. 12, 1880; Corp.; Sergt. April 29, 1881; dis. Nov. 11, 1882. Re-en. Nov. 12, 1882; Sergt.; dis. Nov. 12, 1884. Re-en. Nov. 12, 1884; Sergt.; 2d Lieut. Feb. 13, 1885; Captain Feb. 7, 1887; dis. Jan. 22, 1890. Captain April 10, 1893. Retired Jan. 9, 1897. Quartermaster-General, State of Con- necticut, Jan. 4, 1899.	

ADJUTANT-GENERAL'S REPORT.

3

<i>Surgeon-General.</i> Brig.-Gen. J. Francis Calef, Middletown, Jan. 4, 1899.	Middletown. 44	Middletown, Conn.	Private Co. H. 2d Regt. C. N. G., Dec. 30, 1898. Dis. to accept promotion, Jan. 4, 1899. Sur.-Gen. State of Conn., Jan. 4, 1899.	1st Lieut. 12th Regt. U. S. Inf., May 14, 1861; Capt. June 16, 1863; wounded twice, lost left leg at battle of the Wil- derness; brevet Major U. S. A. July 2, 1863; brevet Lieut.-Col. U. S. A. May 5, 1864; trans. to 30th Regt. U. S. Inf., Sept. 21, 1866; retired Feb. 17, 1868.
<i>Commissary-General.</i> Brig.-Gen. Henry C. Morgan, Colchester, July 1, 1899.	Colchester. 57	Brooklyn, N. Y.	Asst. Q. M.-Gen. State of Conn., Jan. 5, 1881; hon. dis. Jan. 3, 1883. Asst. Q. M.-Gen. State of Conn., Jan. 6, 1887; re-appointed Jan. 10, 1889; hon. dis. Jan. 4, 1893. Colonel and Asst. Q. M.-Gen. State of Conn., Jan. 6, 1897. Hon. dis. Jan. 4, 1899; retired Jan. 16, 1899. Commissary-Gen. State of Connecti- cut, July 1, 1899.	
<i>Paymaster-General.</i> Brig.-Gen. John W. Atwood, Plainfield, July 1, 1899.	Wauregan. 35	Plainfield, Conn.	Commissary-Gen. State of Conn., Jan. 4, 1899; appointed Paymaster-Gen. State of Conn., July 1, 1899.	
<i>Judge Advocate-General.</i> Brig.-Gen. George H. Cowell, Waterbury, Jan. 4, 1899.	Waterbury. 60	Waterbury, Conn.	Appointed 1st Lieut. Co. A., 2d Regt. C. N. G., Nov. 13, 1871; resigned Dec. 11, 1875. Judge Advocate-General, State of Con- necticut, Jan. 4, 1899.	
<i>Aide-de-Camp.</i> Colonel Rollin S. Woodruff, New Haven, Jan. 4, 1899.	New Haven. 44	Rochester, N. Y.		

ADJUTANT-GENERAL'S REPORT.

COMMANDER-IN-CHIEF AND STAFF.—CONTINUED.

ORGANIZATION, NAME, RESIDENCE, RANK, AND DATE OF RANK.	P. O. ADDRESS.	AGE.	BIRTHPLACE.	SERVICE.	
				In National Guard or Militia of this or any other State.	In U. S. Army or Navy.
<i>Aide-de-Camp.</i> Colonel John W. Lowe, New Haven; Jan. 4, 1899	New Haven.	41	New Haven, Conn.	Private Co. F. 2d Regt. C. N. G., Feb. 20, 1890. First Lieut. and Paymaster, 2d Regt. Aug. 8, 1893; res. Dec. 2, 1895. Colonel and A. D. C. State of Connect- icut, Jan. 4, 1899.	
<i>Aide-de-Camp.</i> Colonel Isaac M. Ullman, New Haven; Jan. 4, 1899.	New Haven.	35	New Haven, Conn.		
<i>Aide-de-Camp.</i> Colonel Henry J. Steiner, Norwich; Jan. 4, 1899.	Norwich.	34	Newark, N. J.		
<i>Assistant Adjutant General.</i> Colonel William E. F. Landers, New London; Jan. 9, 1895.	Hartford.	53	Brooklyn, N. Y.	Private Co. A, 3d Regt. C. N. G., Mar. 9, 1866; Corp., Sergt., 2d Lieut., May 8, 1868; Captain Jan. 4, 1871. Major 3d Regt. Dec. 4, 1875. res. Feb. 26, 1878. Lieut.-Col. and A. A. G., of Brigade, Sept. 23, 1893. Colonel and Asst. Adjt.-General State of Conn., Jan. 9, 1895; re-appointed Jan. 6, 1897; re-appointed Jan. 4, 1899.	

Assistant Quartermaster-General.
Colonel Francis Parsons,
Hartford; Jan. 4, 1899.

BRIGADE.

Brigadier-General.
Russell Frost,
Norwalk; Jan. 6, 1897.

Hartford.	29	Hartford, Conn.	
So. Norwalk	49	Delhi, N. Y.	First Lieut. Co. D. 4th Regt. C. N. G., Jan. 12, 1886; Capt. Feb. 17, 1886. Colonel 4th Regt. Jan. 8, 1892. Brigadier-General comd'g Brigade C. N. G., Jan. 6, 1897.
Bridgeport.	46	Norwalk, Conn.	Enlisted 4th Regt. C. N. G., April 30, 1892. Regimental Q. M.-Sergeant, April 30, 1892. Sergeant-Major, Nov. 18, 1892. Captain and Adjt. 4th Regt. C. N. G., Dec. 2, 1896. Major and Brigade Inspector, C. N. G., Jan. 9, 1897. Lieut.-Colonel and A. A. G. of Brigade, Dec. 21, 1898.

Assistant Adjutant General.
Lient. Colonel, John H. Wade,
Bridgeport; Dec. 21, 1898.

ADJUTANT-GENERAL'S REPORT.

CONNECTICUT NATIONAL GUARD, BRIGADE.

ORGANIZATION, NAME, RESIDENCE, RANK, AND DATE OF RANK.	P. O. ADDRESS.	AGE.	BIRTHPLACE.	SERVICE.	
				In National Guard or Militia of this or any other State.	In U. S. Army or Navy.
<i>Brigade Inspector.</i> Major Howard A. Giddings, Hartford; Aug. 1, 1899.	Hartford.	31	Hartford, Conn.	Private Co. F, 1st Regt. C. N. G., May 23, 1887; trans. to 1st Signal Corps, 1st Regt., Sept. 30, 1889; Sergt. Oct. 2, 1889; 1st Lieut. comd'g 1st S. C. 1st Regt., May 8, 1891. Captain and A.-D. C. Brigade Staff C. N. G., June 6, 1892. Major and Signal Officer June 2, 1893. Captain and Brigade Signal Officer, March 15, 1898; res. Mar. 1, 1899. Major and Brigade Inspector, C. N. G. Aug. 1, 1899.	Capt. U. S. Vol. Sig. Corps, June 2, 1898. Adj't. Sig. Corps, Washington Bar- racks, D. C., June 12, 1898; assigned to command 2d Company, June 20, 1898; in com- mand Sig. Corps, Battal'n 7th Army Corps and Acting Chief Signal Offi- cer on staff of Ma- jor Gen. Fitzhugh Lee, Jacksonville, Fla., July 4, 1898; mustered out Dec. 1, 1898.
<i>Brigade Quartermaster.</i> Major William H. Marigold, Bridgeport, Jan. 9, 1897.	Bridgeport.	41	Waterbury, Conn.	Private Co. A. 2d Regt., C. N. G., Dec. 11, 1876; dis. Dec. 10, 1881. Major and Brigade Quartermaster, C. N. G., Jan. 9, 1897.	

<p><i>Brigade Commissary.</i> Major James K. Crofut, Simsbury; Jan. 9, 1897.</p>	Simsbury.	40	Norwalk, Conn.	1st Lieut. and Quartermaster 4th Regt., C. N. G., Feb. 4, 1892; Capt. and Adjt. 4th Regt. June 4, 1892. Major and Brig.-Commissary C. N. G., Jan. 9, 1897.
<p><i>Brigade Inspector Small Arms Practice and Ordnance Officer.</i> Major Lucius H. Fuller, Putnam; Dec. 21, 1898.</p>	Putnam.	50	Tolland, Conn.	First Lieut. Co. G, 3d Regt. C. N. G., Dec. 11, 1890; Capt. and I. R. P. 3d Regt., July 4, 1892; res. March 6, 1895. 1st Lieut. and Paymaster 3d Regt., March 6, 1895. Capt. and A.-D.-C. Brigade Staff, Jan. 9, 1897. Major and Brigade Inspector Small Arms Practice and O. O., C. N. G., Dec. 21, 1898.
<p><i>Judge Advocate.</i> Major Tracy Waller, New London; Jan. 9, 1897.</p>	New Lon- don.	38	New Lon- don, Conn.	
<p><i>Medical Director.</i> Lieut.-Col. Wilbur S. Watson, Danbury; Jan. 9, 1897.</p>	Danbury.	47	N. Hartford, Conn.	1st Lieut. and Asst. Surgeon 4th Regt. C. N. G., July 24, 1890; Major and Surgeon 4th Regt. Sept. 28, 1893. Lieut.-Colonel and Medical Director, C. N. G., Jan. 9, 1897.

ADJUTANT-GENERAL'S REPORT.

CONNECTICUT NATIONAL GUARD, BRIGADE.—CONTINUED.

ORGANIZATION, NAME, RESIDENCE, RANK AND DATE OF RANK.	P. O. ADDRESS.	AGE.	BIRTHPLACE.	SERVICE.	
				In National Guard or Militia of this or any other State.	In U. S. Army or Navy.
<i>Brigade Signal Officer.</i> Captain William F. M. Rogers, New London; Mar. 2, 1899.	New London.	40	Toledo, O.	Private Co. I, 3d Regt. C. N. G., July 16, 1895. 1st Lieut. Comdg. 3d Sec. Brigade Signal Corps, C. N. G., Jan. 14, 1896. Captain and Brigade Signal Officer, Mar. 2, 1899.	First Lieut. U. S. Vol. Sig. Corps, May 20, 1898; hon. dis. Dec. 15, 1898; served in Porto Rican expedition during War with Spain.
<i>Aide-de-Camp.</i> Captain Robert G. Mitchell, So. Norwalk; June 8, 1899.	So. Norwalk	28	Norwalk, Conn.	Q.-M. Sergt. 4th Regt. C. N. G., Feb. 7, 1893; Sergt.-Major Dec. 19, 1896; Sergt., Orderly N. C. Staff, Brigade Mar. 1, 1897; Capt. and A.-D.-C., Brigade Staff, Jan. 24, 1898. Capt. Co. D, 4th Regt., July 19, 1898. Capt. and A.-D.-C. Brigade Staff, June 8, 1899.	
<i>Aide-de-Camp.</i> Captain Frederick A. Hill, Norwalk; June 27, 1899.	Norwalk.	30	Norwalk, Conn.	Seaman First Div. Naval Battalion, Nov. 15, 1893; div. bugler, June 15, 1894, dis. Oct. 15, 1895. Capt. Co. D, 4th Regt. C. N. G., Oct. 15, 1897; res. May 21, 1898, to accept commission in U. S. Vols. Capt. and A.-D.-C. Brigade Staff, June 27, 1899.	Lieut.-Colonel and Judge Advocate U. S. Vols, May 9, 1898; hon. dis. June 24, 1899.

LIGHT ARTILLERY.

BATTERY A.—BRANFORD.

Captain.

William J. O'Brien.
Branford, Jan. 14, 1899,

Branford.

32 Branford,
Conn.

Private 2d Platoon Batt'y A, C. N. G.,
Aug. 6, 1886; Sergt.; dis. Aug. 6, 1891.
Re-en. Aug. 15, 1891; Sergt.; dis. Aug.
15, 1893. Re-en. Aug. 17, 1893; Sergt.
Aug. 18, 1893; 2d Lieut. Nov. 21,
1893; 1st Lieut. June 4, 1894.
Captain Battery A, C. N. G., Jan. 14,
1899.

Mustered First Lieut.
Battery A, Light,
1st Regt. U. S. Vol.
Artillery, May 19,
1898; mustered out
Oct. 25, 1898.

FIRST PLATOON.—GUILFORD.

First Lieutenant.

Alton Spencer,
Guilford; Dec. 28, 1898.

Guilford.

31 Madison,
Conn.

Private 1st Platoon Battery A, C. N. G.,
Dec. 28, 1885; dis. Dec. 28, 1890; re-
en. June 18, 1894; Corpl.; Sergt.; dis.
June 18, 1896. Re-en. July 25, 1896;
Sergt.
First Lieutenant Dec. 28, 1898.

Mustered Sergt. Bat-
tery A, Light, 1st
Regt. U. S. Vol.
Artillery, May 19,
1898; mustered out
Oct. 25, 1898.

Second Lieutenant.
(Vacancy.)

SECOND PLATOON.—BRANFORD.

First Lieutenant.

John F. Kinney,
Branford; Feb. 9, 1899.

Branford.

32 Branford,
Conn.

Private 2d Platoon Batt'y A, C. N. G.,
Feb. 8, 1887; Corp. Aug. 19, 1889; dis.
Febr. 8, 1892. Re-en. Aug. 17, 1893;
Corp. Jan. 1, 1894; 2d Lieut. June 4,
1894.
First Lieut. Feb. 9, 1899.

Mustered 2d Lieut.
Batt'y A, Light 1st
Regt. U. S. Vol.
Artillery, May 19,
1898; mustered out
Oct. 25, 1898.

ADJUTANT-GENERAL'S REPORT.

CONNECTICUT NATIONAL GUARD, LIGHT ARTILLERY.

ORGANIZATION, NAME, RESIDENCE, RANK AND DATE OF RANK.	P. O. ADDRESS.	AGE.	BIRTHPLACE.	SERVICE.	
				In National Guard or Militia of this or any other State.	In U. S. Army or Navy.
<i>Second Lieutenant.</i> George C. Walsh, Branford; Feb. 9, 1899.	Branford.	27	New York, N. Y.	Private 2d Platoon Battery A, C. N. G., May 18, 1895; Corp May 4, 1898. Second Lieut. Feb. 9, 1899.	Mustered Corp. Battery A, Light, 1st Regt. U. S. Vol. Artillery, May 19, 1898; mustered out Oct. 25, 1898.
FIRST REGT.—(INFANTRY).					
<i>Colonel.</i> Edward Schulze, Hartford; June 3, 1899.	Hartford.	50	Heseen, Cassel, Germany.	Private Co. A., 1st Regt. C. N. G., Jan. 23, 1872; Sergt. Jan. 31, 1872; 1st Sergt. Sept. 25, 1872; 1st Lieut. Feb. 17, 1874; Capt. Dec. 9, 1884. Major 1st Regt. C. N. G., June 26, 1893. Colonel 1st Regt. C. N. G., June 3, 1899.	Private U. S. Inf. Apr. 20, 1867; as- signed to Co. E. 37th Regt.; ap- pointed Company Artificer; transfer- red to Co. B, 3d U. S. Infantry; dis. Apr. 20, 1870, exp. term service. Mustered Major 1st Regt. Conn. Vol. Inf. May 17, 1898; mustered out Oct. 31, 1898.

ADJUTANT-GENERAL'S REPORT.

11

Lieutenant-Colonel.
Charles H. Moore,
New Britain; Aug. 3, 1899.

New Britain.	39	New Britain, Conn.	Private Co. I, 1st Regt. C. N. G., Aug. 9, 1890; 1st Lieut. Aug. 15, 1890. Capt. June 23, 1891; res. Nov. 19, 1898. Major 1st Regt. C. N. G., Jan. 28, 1899. Lieut. Colonel, Aug. 3, 1899.	Mustered Capt. Co. I, 1st Regt. Conn. Vol. Inf. May 17, 1898; mustered out Oct. 31, 1898.
--------------	----	-----------------------	--	---

Major (Battalion.)
James C. Bailey,
Hartford; June 3, 1899.

Hartford.	39	England.	Private Co. A, 1st Regt. C. N. G., July 6, 1881; Corp. Feb. 6, 1885; Sergt. May 7, 1885; 1st Sergt. Sept. 11, 1885; dis. July 6, 1886. Re-en. July 6, 1886; 1st Sergt; dis. July 6, 1888. Re-en. July 6, 1888; 1st Sergt.; 2d Lieut. Apr. 18, 1889; 1st Lieut. July 14, 1892; Capt. July 17, 1893. Major 1st Regt. C. N. G., June 3, 1899.	Mustered Capt. Co. A, 1st Regt. Conn. Vol. Inf., May 17, 1898; mustered out Oct. 31, 1898.
-----------	----	----------	--	--

Major (Battalion.)
John F. Moran,
Hartford, Aug. 3, 1899.

Hartford.	43	Hartford, Conn.	Private Co. B, 1st Regt. C. N. G., Sept. 22, 1881; Corp. Aug. 23, 1883; Sergt. Aug. 18, 1886; dis. Sept. 22, 1886. Re-en. Nov. 30, 1886; Sergt.; dis. Nov. 30, 1888. Private Governor's Foot Guard August, 1891; dis. Feb., 1893. 1st Lieut. Co. B, 1st Regt., Aug. 8, 1893; Capt. Mar. 19, 1897. Major 1st Regt. C. N. G., Aug. 3, 1899.	Mustered Capt. Co. B, 1st Regt. Conn. Vol. Inf., May 17, 1898; mustered out Oct. 31, 1898.
-----------	----	--------------------	---	--

ADJUTANT-GENERAL'S REPORT.

CONNECTICUT NATIONAL GUARD, FIRST REGIMENT (INFANTRY).—(CONTINUED.)

ORGANIZATION, NAME, RESIDENCE, RANK, AND DATE OF RANK.	P. O. ADDRESS.	AGE.	BIRTHPLACE.	SERVICE.	
				In National Guard or Militia of this or any other State.	In U. S. Army or Navy.
<i>Adjutant-Captain.</i> Frank E. Johnson, Hartford; June 20, 1899.	Hartford.	37	Hartford, Conn.	Private Co. K, 1st Regt. C. N. G., Apr. 27, 1883; Corp Feb. 12, 1886; dis. Apr. 27, 1888. Re-en. May 1, 1888; Corp.; Sergt. Mch. 12, 1889; dis. May 1, 1890. Re-en. May 26, 1890; Sergt.; dis. May 26, 1892. Re-en. May 26, 1892; Sergt.; Sergt.-Maj. 1st Regt. July 22, 1893; dis. May 26, 1894. Sergt.-Major 1st Regt. May 26, 1894. 1st Lieut. and Batt'n Adj. 1st Regt. C. N. G., July 21, 1894. Capt. and Adjt. 1st Regt. C. N. G. June 20, 1899.	Mustered 1st Lieut. and Adjt. 3d Batt'n and Act'g Ordnance Officer, 1st Regt. Conn. Vol. Inf., May 18, 1898; mustered out Oct. 31, 1898.
				Private Co. K, 1st Regt. C. N. G., May 15, 1894; Corp. May 7, 1897; dis. May 15, 1897. Re-en. May 15, 1897; Corp.; Q.-M. Sergt., May 4, 1898; Regimental Q.-M. Sergt. Dec. 1, 1898. 1st Lieut and Paymaster, 1st Regt. C. N. G., Mar. 4, 1899; res. June 23, 1899. 1st Lieut. and Batt'n. Adjt., 1st Regt., C. N. G., July 1, 1899.	Must'ed Q.-M. Sergt. Co. K, 1st Regt. Conn. Vol. Inf., May 17, 1898; mustered out Oct. 31, 1898.
<i>Adjutant Battalion.—1st Lieut.</i> Robert L. Beebe, Hartford; July 1, 1899.	Hartford.	25	Hartford, Conn.		

<p><i>Adjutant Battalion.</i>—1st Lieut. Patrick J. Cosgrove, Hartford; Jan. 10, 1895.</p>	Hartford.	32	Ireland.	<p>Private Co. B, 1st Regt. C. N. G., Aug. 10, 1886; Corp. Apr. 26, 1891; dis. Aug. 10, 1891. Re-en. Aug. 10, 1891; Corp.; Sergt., May 1, 1893; dis. Aug. 10, 1893. Re-en. Aug. 10, 1893; Sergt. 1st Lieut and Battalion Adj. 1st Regt. C. N. G., Jan. 10, 1895.</p>	<p>Mustered 1st Lieut. and Adj. Batt'n. 1st Regt. Conn. Vol. Inf., May 18, 1898; mustered out Oct. 31, 1898.</p>
<p><i>Quartermaster.</i>—First Lieutenant. Albert C. Bill, Hartford; July 15, 1899.</p>	Hartford.	36	Hartford, Conn.	<p>Private 1st Co. Gov. Foot Guard, Dec. 1, 1884; Corp. June 13, 1887; 7th Sergt. Jan. 2, 1889; 6th Sergt. Mar. 25, 1889; 4th Sergt. May, 1889. Ensign July 15, 1890; 3rd Lieut. Nov. 19, 1891; 2d Lieut. May 18, 1893; res. Nov. 23, 1896; retired Aug. 13, 1897. Private Co. F, 1st Regt. C. N. G., Nov. 8, 1897; Com. Sergt., N. C. S., 1st Regt. Apr. 16, 1898; trans. to Private Co. F, 1st Regt., May 4, 1898; Q.-M. Sergt. N. C. S., 1st Regt., Mar. 30, 1899. 1st Lieut. and Paymaster, 1st Regt., C. N. G., June 23, 1899. 1st Lieut. and Quartermaster, 1st Regt., C. N. G., July 15, 1899.</p>	

ADJUTANT-GENERAL'S REPORT.

CONNECTICUT NATIONAL GUARD, FIRST REGIMENT (INFANTRY.)—CONTINUED.

ORGANIZATION, NAME, RESIDENCE, RANK, AND DATE OF RANK.	P. O. ADDRESS.	AGE.	BIRTHPLACE.	SERVICE. In National Guard or Militia of this or any other State.	In U. S. Army or Navy.
<i>Paymaster—first Lieutenant.</i> Edgar L. Smith, Hartford; July 16, 1899.	Hartford.	52	Springfield, Mass.	Private Battery D (Hartford), attached to 1st Regt. C. N. G., Sept. 13, 1866; dis. Nov. 14, 1871. Re-en. Co. K, 1st Regt. C. N. G., Mar. 28, 1879; dis. Mar. 28, 1884. Re-en. Mar. 29, 1884; Corp. May 20, 1884; dis. Mar. 29, 1886. Re-en. Mar. 30, 1886; Corp.; dis. Mar. 30, 1888. Re-en. Mar. 30, 1888; Sergt.; dis. Mar. 30, 1890. Re-en. Apr. 11, 1890; Sergt.; 1st Sergt. Mar. 9, 1891; dis. Apr. 11, 1892. Re-en. Apr. 11, 1892; 1st Sergt.; dis. Apr. 11, 1894. Re-en. Apr. 11, 1894; 2d Lieut. Mar. 11, 1895. 1st Lieut. and Paymaster, 1st Regt. C. N. G., July 16, 1899.	
<i>Surgeon.—Major.</i> Thomas F. Rockwell, Rockville; May 20, 1890.	Rockville.	45	New York, N. Y.		Mustered Major and Surgeon 1st Regt. Conn. Vol. Inf., May 18, 1898; mus- tered out Oct. 31, 1898.

<p><i>Assistant Surgeon.</i>—<i>First Lieut.</i> John B. McCook, Hartford; June 23, 1899.</p>	<p>Hartford.</p>	<p>32 Hartford, Conn.</p>	<p>First Lieut. and Asst. Surgeon, 1st Regt. C. N. G., Apr. 30, 1898; res. Dec. 14, 1898. First Lieut. and Asst. Surgeon, 1st Regt. C. N. G., June 23, 1899.</p>	<p>Mustered 1st Lieut. and Asst. Surgeon; 1st Regt. Conn. Vol. Inf., May 18, 1898; mustered out Oct. 31, 1898.</p>
<p><i>Inspector of Small Arms Practice.</i>— <i>Captain.</i> Edward E. Moseley, Hartford; Nov. 23, 1898.</p>	<p>Hartford.</p>	<p>35 Thompson- ville, Conn.</p>	<p>Private Co. K, 1st Regt. C. N. G., May 28, 1888; Corp. Dec. 2, 1889; dis. May 28, 1893. Re-en. June 3, 1893; Corp. Sergt. Dec. 1, 1893; dis. June 3, 1895. Re-en. Regtl. Sergt.-Major 1st Regt. C. N. G., Feb. 17, 1897. Capt. and I. S. A. P., 1st Regt. C. N. G., Nov 23, 1898.</p>	<p>Mustered Regtl. Sergt.-Major 1st Regt. Conn. Vol. Inf. May 18, 1898. 1st Lieut., 1st Regt. Conn. Vol. Inf., Oct. 27, 1898; mustered out Oct. 31, 1898.</p>
<p><i>Chaplain.</i> Russell T. Hall, New Britain; July 1, 1899.</p>	<p>New Britain.</p>	<p>55 Richmond, Vt.</p>	<p>Private Co. H, Ohio Vol. Inf., Dec. 9, 1861; dis. disability, Nov. 29, 1862. Sergt. Co. K, 150 O. N. G., May 2, 1864; dis. Aug. 23, 1864. Engagements - Siege & Capture of New Madrid and Island No. 10 in Mar. 1862. Skirmish at Fort Stevens, D. C., July, 1864.</p>	

CONNECTICUT NATIONAL GUARD, FIRST REGIMENT (INFANTRY).—CONTINUED.

ORGANIZATION, NAME, RESIDENCE, RANK, AND DATE OF RANK.	P. O. ADDRESS.	AGE.	BIRTHPLACE.	SERVICE.	
				In National Guard or Militia of this or any other State.	In U. S. Army or Navy.
COMPANY A.—HARTFORD.					
<i>Captain.</i> Charles F. Wolf, Hartford; June 29, 1899.	Hartford.	36	Germany.	Private Co. A, 1st Regt. C. N. G., May 18, 1885; Corp. Aug. 19, 1886; dis. May 19, 1890. Re-en. May 19, 1890; Corp.; Sergt. May 11, 1890; dis. May 1892. Re-en. May 19, 1892; Sergt. Aug. 12, 1892; 1st Sergt. Apr. 25, 1893; 2d Lieut. July 17, 1893. Capt. June 29, 1899.	Mustered 2d Lieut. Co. A, 1st. Regt. Conn. Vol. Inf., May 17, 1898; mustered out Oct. 31, 1898.
<i>First Lieutenant.</i> Edwin E. Lamb, Hartford; July 17, 1893.	Hartford.	29	Hartford, Conn.	Musician Co. A, 1st Regt. C. N. G., Aug. 1, 1889; 2d Lieut. July 14, 1892; 1st Lieut. July 17, 1893.	Mustered 1st Lieut. Co. A, 1st Regt. Conn. Vol. Inf., May 17, 1898; mustered out Oct. 31, 1898.
<i>Second Lieutenant.</i> William H. Leslie, Hartford; June 29, 1899.	Hartford.	25	Chippewa, Falls, Wis.	Private Co. A, 1st Regt. C. N. G., June 30, 1893; Corp. May 15, 1896; dis. June 30, 1896; re-en. June 30, 1896; Corp. Aug. 14, 1896; Sergt. Apr. 12, 1898; 2d Lieut. June 29, 1899.	Mustered Sergt. Co. A, 1st Regt. Conn. Vol. Inf., May 17, 1898; mustered out Oct. 31, 1898.

ADJUTANT-GENERAL'S REPORT.

17

COMPANY B.—HARTFORD.

Captain.

Frank E. Shea,
Hartford; Sept. 8, 1899.

First Lieutenant.

Patrick A. Farrell,
Hartford; July 25, 1899.

Second Lieutenant.

George W. Covey,
Hartford; July 25, 1899.

COMPANY C.—ROCKVILLE.

Captain.

James H. Barnett,
Rockville; June 16, 1899.

Hartford.	28	Greenfield, Mass.	Private Co. B, 1st Regt. C. N. G., Jan. 6, 1890; Corp. Apr. 25, 1893; Sergt. Aug. 2, 1894; dis. Jan. 6, 1895. Re-en. Feb. 1, 1895; Sergt. Mar. 5, 1895; 2d Lieut. June 2, 1896; 1st Lieut. Mar. 19, 1897; res. July 10, 1899; Capt. Sept. 8, 1899.	Mustered 1st Lieut. Co. B, 1st Regt. Conn. Vol. Inf., May 17, 1898; mustered out Oct. 31, 1898.
Hartford.	32	Moete, Ireland.	Private Co. B, 1st Regt. C. N. G., May 5, 1891; Corp. Aug. 2, 1894; dis. May 5, 1896. Re-en. May 26, 1896; Sergt. July 27, 1896; 2d Lieut. Mar. 19, 1897. 1st Lieut. July 25, 1899.	Mustered 2d Lieut. Co. B, 1st Regt. Conn. Vol. Inf., May 17, 1898; mustered out Oct. 31, 1898.
Hartford.	25	Hartford, Conn.	Private Co. B, 1st Regt. C. N. G., May 26, 1896; Corp. Apr. 20, 1898; Sergt. May 4, 1898; 2d Lieut. July 25, 1899.	Mustered Sergt. Co. B, 1st Regt. Conn. Vol. Inf., May 17, 1898; mustered out Oct. 31, 1899.
Rockville.	33	London, Eng.	Private Co. C, 1st Regt. C. N. G., Mar. 29, 1890; Corp. May 1, 1891; dis. Mar. 29, 1895. Re-en. Mar. 29, 1895; Corp.; Sergt.; 1st Sergt. Mar. 1, 1897; dis. Mar. 29, 1897. Re-en. Mar. 29, 1897; 1st Sergt.; 2d Lieut. Dec. 28, 1898; 1st Lieut. Feb. 27, 1899; Capt. June 16, 1899.	Mustered 1st Sergt. Co. C, 1st Regt. Conn. Vol. Inf., May 17, 1898; mustered out Oct. 31, 1898.

ADJUTANT-GENERAL'S REPORT.

CONNECTICUT NATIONAL GUARD, FIRST REGIMENT (INFANTRY).—CONTINUED.

ORGANIZATION, NAME, RESIDENCE, RANK, AND DATE OF RANK.	P. O. ADDRESS.	AGE.	BIRTHPLACE.	SERVICE.	
				In National Guard or Militia of this or any other State.	In U. S. Army or Navy.
<i>First Lieutenant.</i> Charles B. Milne, Rockville; June 16, 1899.	Rockville.	30	Rockville, Conn.	Private Co. C, 1st Regt. C. N. G., Mar. 11, 1890; dis. Mar. 11, 1895. Re-en. Mar. 11, 1895; Corp. July 16, 1895; Sergt. Mar. 9, 1897; dis. Mar. 11, 1897. Re-en. Mar. 11, 1897; Sergt.; 2d Lieut. Feb. 27, 1899; 1st Lieut. June 16, 1899.	Mustered Sergt. Co. C, 1st Regt. Conn. Vol. Inf., May 17, 1898. Mustered out Oct. 31, 1898.
<i>Second Lieutenant.</i> Arthur W. Gyngell, Rockville; June 16, 1899.	Rockville.	31	Trowbridge, Eng.	Private Co. C, 1st Regt. C. N. G., Oct. 30, 1891; Corp.; dis. Oct. 30, 1896. Re-en. Oct. 31, 1896. Corp. Mar. 1, 1897; Sergt. July 20, 1897; 1st Sergt. Mar. 20, 1899; 2d Lieut. June 16, 1899.	Mustered Sergt. Co. C, 1st Regt. Conn. Vol. Inf., May 17, 1898; mustered out Oct. 31, 1898.
COMPANY E.—NEW BRITAIN. <i>Captain.</i> William W. Bullen, New Britain; July 17, 1899.	Plainville.	38	London, Eng.	Private Co. E, 1st Regt. C. N. G., Nov. 2, 1885; Corp. Aug. 14, 1888; Sergt. Oct. 13, 1890; dis. Nov. 2, 1890. Re- en. Nov. 3, 1890; 1st Sergt.; 2d Lieut. Mar. 14, 1892; 1st Lieut. Dec. 7, 1893; Capt. Mar. 23, 1896; retired Feb. 1, 1898. Re-en. May 2, 1898; Q.-M. Sergt.; dis. Dec. 1, 1898. Capt. July 17, 1899.	Mustered Q.-M. Sergt. Co. E, 1st Regt. Conn. Vol. Inf., May 18, 1898; mus- tered out Oct. 31, 1898.

<p><i>First Lieutenant.</i> Frank H. Smith, New Britain, July 17, 1899.</p>	<p>New Britain.</p>	<p>37</p>	<p>Glastonbury, Conn.</p>	<p>Private Co. F, 1st Regt. C. N. G., May 14, 1883; Corp. Feb. 7, 1887; dis. May 14, 1888. Re-en. May 14, 1888; Corp.; dis. May 14, 1890. Re-en. May 14, 1890; Corp.; dis. June 30, 1890. Re-en. July 19, 1892; Sergt. Aug. 9, 1892; dis. July 19, 1894. Re-en. July 19, 1894; Sergt.; dis. July 19, 1896. Re-en. July 19, 1896; Sergt.; 2d Lieut. Jan. 18, 1897. First Lieut. Co. E, 1st Regt. C. N. G., July 17, 1899.</p>	<p>Mustered 2d Lieut. Co. F, 1st Regt. Conn. Vol. Inf., May 17, 1898; mustered out Oct. 31, 1898.</p>
<p><i>Second Lieutenant.</i> William H. Scheuy, New Britain, July 17, 1899.</p>	<p>New Britain.</p>	<p>32</p>	<p>Meriden, Conn.</p>	<p>Trumpeter Co. E, 1st Regt. C. N. G., May 23, 1887; dis. May 23, 1892. Re-en. Private Aug. 7, 1893; trans. N. C. Staff as Chief Trumpeter, Aug. 1, 1894; dis. Aug. 7, 1895. Re-en. Chief Trumpeter N. C. S. 1st Regt. Aug. 9, 1895. Dropped May 2, 1898; 2d Lieut. Co. E, 1st Regt. C. N. G., July 17, 1899.</p>	
<p>COMPANY F.—HARTFORD. <i>Captain.</i> George W. Ripley, Hartford, Mar. 6, 1899.</p>	<p>Hartford.</p>	<p>42</p>	<p>So. Windsor, Conn.</p>	<p>Private Co. F, 1st Regt. C. N. G., July 25, 1882; Corp. Apr. 30, 1886; Sergt. Feb. 7, 1887; dis. July 25, 1887. Re-en. July 25, 1887; Sergt.; dis. July 25, 1889. Re-en. July 25, 1889; Sergt.; dis. Aug. 11, 1890. Re-en. July 21, 1892; 2d Lieut. July 26, 1892; 1st Lieut. Jan. 18, 1897; Capt. Mar. 6, 1899.</p>	<p>Mustered 1st Lieut. Co. F, 1st Regt. Conn. Vol. Inf., May 17, 1898; mustered out Oct. 31, 1898.</p>

ADJUTANT-GENERAL'S REPORT.

CONNECTICUT NATIONAL GUARD, FIRST REGIMENT (INFANTRY).—CONTINUED.

ORGANIZATION, NAME, RESIDENCE, RANK, AND DATE OF RANK.	P. O. ADDRESS.	AGE.	BIRTHPLACE.	SERVICE.	
				In National Guard or Militia of this or any other State.	In U. S. Army or Navy.
<i>First Lieutenant.</i> William H. Talcott, Hartford; Mar. 6, 1899.	Hartford.	31	Lebanon, Conn.	Private Co. F, 1st Regt. C. N. G., July 19, 1886; dis. July 19, 1891. Re-en. July, 19, 1892; Corp. Aug. 8, 1892; dis. July 19, 1894. Re-en. July 19, 1894; Corp.; dis. July 19, 1896. Re-en. July 19, 1896; Sergt. Aug. 5, 1896; 1st Sergt. Sergt. 1st Lieut. Mar. 6, 1899.	Mustered 1st Sergt. Co. F, 1st Regt. Conn. Vol. Inf., May 17, 1898; mus- tered out Oct. 31, 1898.
				Trumpeter Gov. Foot Guards, Oct. 1891; dis. Jan. 1893. Private 1st Sec. M.-G. Battery, C. N. G., Aug. 2, 1893. Trumpeter, trans. to Co. F, 1st Regt. C. N. G., Dec. 15, 1893; dis. Aug. 2, 1896. Re-en. Aug. 2, 1896; Trumpeter; Corp., Dec. 20, 1897; Sergt. July 8, 1899. 2d Lieut. Aug. 7, 1899.	Musician Battery C, U. S. Artill'y, May 22, 1888; dis. Aug. 21, 1891. Mustered Sergt. Co. F, 1st Regt. Conn. Vol. Inf., May 17, 1898; mustered out Oct. 31, 1898.
<i>Second Lieutenant.</i> Herbert G. Bailey, Hartford; Aug. 7, 1899.	Hartford.	30	Danbury, Conn.	Private Co. G, 1st Regt. C. N. G., Mar. 11, 1895; Corp. Aug. 12, 1896; Sergt. July 19, 1897; 1st Lieut. Jan. 27, 1898. Capt. Jan. 2, 1899.	Mustered 1st Lieut. Co. G, 1st Regt. Conn. Vol. Inf. May 17, 1898; mustered out Oct. 31, 1898.
COMPANY G.—So. MANCHESTER					
<i>Captain.</i> John Davenport Cheney, So. Manchester; Jan. 2, 1899.	South Manchester,	30	Hartford, Conn.		

ADJUTANT-GENERAL'S REPORT.

21

<p><i>First Lieutenant.</i> John Connelly, Jr., So. Manchester; May 29, 1899.</p>	<p>South Manchester.</p>	<p>26</p>	<p>South Manchester, Conn.</p>	<p>Private Co. G, 1st Regt. C. N. G., July 22, 1895; Corp. Mar. 17, 1898; 2d Lieut. Jan. 2, 1899; 1st Lieut. May 29, 1899.</p>	<p>Mustered Corp. Co. G, 1st Regt. Conn. Vol. Inf. May 17, 1898; mustered out Oct. 31, 1898.</p>
<p><i>Second Lieutenant.</i> William F. Madden, So. Manchester; May 29, 1899.</p>	<p>South Manchester.</p>	<p>20</p>	<p>South Manchester, Conn.</p>	<p>Private Co. G, 1st Regt. C. N. G., May 24, 1897; Corp. May 13, 1898; 2d Lieut. May 29, 1899.</p>	<p>Mustered Corp. Co. G, 1st Regt. Conn. Vol. Inf., May 17, 1898; mustered out Oct. 31, 1898.</p>
<p>COMPANY H.—HARTFORD. <i>Captain.</i> William E. Mahoney, Hartford; April 17, 1896.</p>	<p>Hartford.</p>	<p>29</p>	<p>Hartford, Conn.</p>	<p>Private Co. H, 1st Regt. C. N. G., Apr. 20, 1889; Corp. Aug. 1, 1891; Sergt. Apr. 21, 1893; 2d Lieut. Dec. 22, 1893; 1st Lieut. May 24, 1895; Capt. Apr. 17, 1896.</p>	<p>Mustered Capt. Co. H, 1st Regt. Conn. Vol. Inf., May 17, 1898; mustered out Oct. 31, 1898.</p>
<p><i>First Lieutenant.</i> William A. Sparks, Hartford; April 17, 1896.</p>	<p>Hartford.</p>	<p>40</p>	<p>Worcester- shire, Eng.</p>	<p>Private Co. B, 1st Regt. C. N. G., Mar. 3, 1879; dis. Mar. 3, 1884. Re-en. June 24, 1884; Corp. 1885; dis. June 24, 1886. Re-en. Co. H, 1st Regt. C. N. G., Jan. 14, 1891; Corp. Aug. 1, 1891; dis. Jan. 14, 1893. Re-en. Jan. 14, 1893; Corp.; Sergt. Aug. 11, 1893; 1st Sergt. Aug. 2, 1894; dis. Jan. 14, 1895. Re-en. Jan. 14, 1895; 1st Sergt.; 2d Lieut. May 24, 1895; 1st Lieut. April 17, 1896.</p>	<p>Mustered 1st Lieut. Co. H, 1st Regt. Conn. Vol. Inf., May 17, 1898; mustered out Oct. 31, 1898.</p>

ADJUTANT-GENERAL'S REPORT.

CONNECTICUT NATIONAL GUARD, FIRST REGIMENT (INFANTRY).—CONTINUED.

ORGANIZATION, NAME, RESIDENCE, RANK, AND DATE OF RANK.	P. O. ADDRESS.	AGE.	BIRTHPLACE.	SERVICE.	
				In National Guard or Militia of this or any other State.	In U. S. Army or Navy.
<i>Second Lieutenant.</i> James Smith, Hartford; June 15, 1897.	Hartford.	26	Hartford, Conn.	Private Co. H, 1st Regt. C. N. G., Apr. 16, 1894; Corp. July 29, 1895; Sergt. May 15, 1896; dis. Apr. 16, 1897. Re-en. Apr. 30, 1897; 2d Lieut. June 15, 1897.	Mustered 2d Lieut. Co. H, 1st Regt. Conn. Vol. Inf., May 17, 1898; mustered out Oct. 31, 1898.
COMPANY I.—NEW BRITAIN.					
<i>Captain.</i> Samuel E. Magson, New Britain; July 5, 1899.	New Britain.	30	Rippondon, Eng.	Private Co. I, 1st Regt. C. N. G., Sept. 6, 1890; Corp. April 21, 1892; Sergt. Jan. 26, 1894; dis. Sept. 6, 1895. Re-en. Sept. 6, 1895; Sergt.; 1st Sergt. Oct. 6, 1897; 2d Lieut. Jan. 19, 1898. 1st Lieut. Jan. 18, 1899; Captain July 5, 1899.	Mustered 2d Lieut. Co. I, 1st Regt. Conn. Vol. Inf., May 17, 1898; mustered out Oct. 31, 1899.
<i>First Lieutenant.</i> Alfred H. Griswold, New Britain; July 5, 1899.	New Britain.	27	New Britain, Conn.	Private Co. I, 1st Regt. C. N. G., Mar. 2, 1893; Corp. 1895; Sergt.; Corp.; Sergt.; 1st Lieut. July 5, 1899.	Mustered Sergt. Co. I, 1st Regt. Conn. Vol. Inf., May 17, 1898; mustered out Oct. 31, 1898.
<i>Second Lieutenant.</i> William B. Montague, New Britain; May 3, 1899.	New Britain.	34	Brooklyn, N. Y.	Private Co. I, 1st Regt. C. N. G., Aug. 9, 1890; Corp. Dec. 31, 1894; dis. Aug. 9, 1895; Re-en. Aug. 9, 1895; Corp.; Sergt. Oct. 4, 1897; 2d Lieut. May 3, 1899.	

COMPANY K.—HARTFORD.

Captain.

Nathaniel G. Valentine,
Hartford; Mar. 9, 1899.

Hartford.
36 Hartford.
Conn.

Private Co. K, 1st Regt. C. N. G., Aug. 7, 1885; Q.-M. Sergt. Aug. 1, 1888; dis. Aug. 7, 1890. Re-en. Aug. 7, 1890; Q.-M. Sergt.; dis. Aug. 7, 1892, Re-en. Aug. 8, 1892; Q.-M. Sergt. dis. Aug. 8, 1894. Re-en. Aug. 8, 1894; Q.-M. Sergt.; dis. Aug. 8, 1896. Re-en. Aug. 8, 1896; Q.-M. Sergt.; 2d Lieut. Dec. 2, 1896; Capt. Mar. 9, 1899.

Mustered 2d Lieut. Co. K, 1st Regt. Conn. Vol. Inf., May 17, 1898; mustered out Oct. 31, 1898.

First Lieutenant.

Richard W. De Lamater,
Hartford; Mar. 9, 1899.

Hartford.
27 Hartford,
Conn.

Private Co. K, 1st Regt. C. N. G., Mar. 26, 1890; Corp. July 31, 1893; dis. Mar. 26, 1895. Re-en. Mar. 26, 1895; Corp., Sergt. Sept. 1, 1896; dis. Mar. 26, 1897. Re-en. Mar. 26, 1897; Sergt.; 1st Lieut. Mar. 9, 1899.

Mustered Sergt. Co. K, 1st Regt. Conn. Vol. Inf., May 17, 1898; mustered out Oct. 31, 1898.

Second Lieutenant.

Henry T. Holt,
Hartford; Mar. 9, 1899.

Hartford.
26 Springfield,
Mass.

Private Co. K, 1st Regt. C. N. G., Mar. 1, 1894; Corp. Jan. 1, 1896; dis. Mar. 1, 1897. Re-en. Mar. 1, 1897; Corp.; Sergt. May 2, 1898; 2d Lieut. Mar. 9, 1899.

Mustered Sergt. Co. K, 1st Regt. Conn. Vol. Inf., May 17, 1898; mustered out Oct. 31, 1898.

CONNECTICUT NATIONAL GUARD, SECOND REGIMENT (INFANTRY).

ORGANIZATION, NAME, RESIDENCE, RANK, AND DATE OF RANK.	P. O. ADDRESS.	AGE.	BIRTHPLACE.	SERVICE.	
				In National Guard or Militia of this or any other State.	In U. S. Army or Navy.
SECOND REG'T.—INFANTRY. <i>Colonel.</i> Lucien F. Burpee, Waterbury; July 11, 1895.	Waterbury,	44	Vernon, Conn.	Private Co. C, (Rockville), 1st Regt. C. N. G., Apr. 10, 1874; Corp. June 15, 1874; dis. Nov. 22, 1878. Second Lieut. Co. A, 2 Regt. C. N. G., March 22, 1886; 1st Lieut. June 21, 1886; Captain June 13, 1887. Major 2d Regt. C. N. G., Feb. 3, 1890; Lieut.-Colonel May 3, 1892; Colonel July 11, 1895.	Appointed Lieuten- ant-Colonel and Judge Advocate U. S. Volunteers, July 21, 1898. Ordered to duty on the Headquarters Staff, United States Army, Major Gen- eral Nelson A. Miles. Served through the Porto Rican cam- paign; organized and acted a Judge Advocate of the first military com- mission ever held by U. S. authori- ties on foreign soil. Assigned to the Staff of Major-General James H. Wilson, commanding First Army Corps, Oct. 12, 1889. Served in Kentucky and Georgia. Res. Jan. 1, 1899.

<p><i>Lieutenant-Colonel.</i> Timothy F. Callahan, New Haven; July 11, 1895.</p>	<p>New Haven.</p>	<p>51 Ireland.</p>	<p>Private Co. C, 2d Regt. C. N. G., Apr. 1st, 1872; Corp.; Sergt.; 1st Sergt.; dis. Nov. 18, 1878; 2d Lieut. June 12, 1883; 1st Lieut. Feb. 4, 1886; Capt. Oct. 20, 1887; res. Oct. 14, 1889. Major 2d Regt. C. N. G., May 25, 1892; Lieut.-Colonel July 11, 1895.</p>	<p>Private Co. H, 35th Regt. U. S. Infantry Nov. 18, 1867; Corp. June 10, 1868; trans. to 15th Regt. U. S. Inf.; Sergt. Aug. 11, 1870; dis. Nov. 5, 1870; exp. term service.</p>
<p><i>Major (Battalion).</i> Arthur M. Dickinson, Waterbury; June 26, 1893.</p>	<p>Waterbury.</p>	<p>40 Waterbury, Conn.</p>	<p>Captain and Adjutant 2d Regt. C. N. G., July 23, 1889; Major June 26, 1893.</p>	
<p><i>Major (Battalion).</i> Theodore H. Sucher, New Haven; July 11, 1895.</p>	<p>New Haven.</p>	<p>39 New Haven, Conn.</p>	<p>Private Co. E, 2d Regt. C. N. G., May 7, 1877; Corp. May 1, 1879; dis. May 6, 1882. Re-en. May 7, 1882; Corp.; 2d Lieut. Mar. 5, 1883; 1st Lieut. Mar. 4, 1884; Capt. Dec. 15, 1884; res. June 16, 1891. Captain Co. E, 2d Regt. C. N. G., Jan. 26, 1892; Major 2d Regt. C. N. G., July 11, 1895.</p>	

CONNECTICUT NATIONAL GUARD, SECOND REGIMENT (INFANTRY)—CONTINUED.

ORGANIZATION, NAME, RESIDENCE, RANK, AND DATE OF RANK.	P. O. ADDRESS.	AGE.	BIRTHPLACE.	SERVICE.	
				In National Guard or Militia of this or any other State.	In U. S. Army or Navy.
<i>Adjutant—Captain.</i> Thomas T. Welles, New Haven; July 10, 1893.	New Haven.	50	Hartford, Conn.	Private Batt'y D (Hartford), attached to 3d Regt. C. N. G., April 4, 1871; (changed to Co. F, 1st Regt. Aug. 1, 1871); Corp. July 24, 1876; Sergt. Apr. 6, 1878; dis. Apr. 29, 1879. Re- en. Apr. 29, 1879; Sergt.; dis. Apr. 28, 1881. Re-en. Apr. 29, 1881; 1st Sergt. Apr. 29, 1881; 1st Lieut. Nov. 21, 1881; res. Feb. 3, 1885. Captain and Adj't. 2d Regt. C. N. G., Apr. 2, 1885; Major July 1, 1889; res. Jan. 22, 1890. Captain and Adj't. 2d Regt. C. N. G., July 10, 1893.	
<i>Adjutant Batt'n—First Lieut.</i> Dwight E. Bowers, New Haven; Nov. 22, 1898.	New Haven.	34	Claremont, N. H.	Private Co. F. 2d Regt. C. N. G., July 22, 1891; Corp. May 24, 1893; Sergt. Aug. 7, 1895; dis. July 22, 1896. Re-en. Batt'n. Sergt. Major 2d Regt., July 22, 1896; dis. Aug. 30, 1898. Re- en. Sergt. Major, Sept. 1, 1898. 1st Lieut and Batt'n Adj't., 2d Regt. C. N. G., Nov. 22, 1898.	

<i>Adjutant Batt'n—First Lieut.</i> Fred L. Miner, New Haven; July 22, 1893.	New Haven.	35	New Haven, Conn.	Private Co. F, 2d Regt. C. N. G., May 5, 1886; Corp. May 9, 1887; Sergt. Mar. 9, 1889; dis. Apr. 15, 1890. First Lieutenant and Batt'n Adj't. 2d Regt. C. N. G., July 22, 1893.
<i>Quartermaster—First Lieutenant.</i> Matthew A. Reynolds, New Haven; Feb. 17, 1899.	New Haven.	29	No. Bran- ford, Conn.	Private Co. C, 2d Regt. C. N. G., Mar. 19, 1897. First Lieut. and Quartermaster, 2d Regt. C. N. G., Feb. 17, 1899.
<i>Paymaster—First Lieutenant.</i> George I. Allen, Middletown; Dec. 18, 1896.	Middletown.	30	Bridgeport, Conn.	Private Co. H, 2d Regt. C. N. G., Jan. 28, 1890; Corp. Aug. 2, 1892; Sergt. May 1, 1894; dis. Jan. 23, 1895. Re-en. Jan. 28, 1895; Sergt. First Lieut. and Paymaster, 2d Regt. C. N. G., Dec. 18, 1896.
<i>Surgeon.—Major.</i> Joseph H. Townsend, New Haven; June 11, 1896.	New Haven.	37	New Haven, Conn.	Private Co. F, 2d Regt. C. N. G. July 1, 1891. 1st Lieut. and Asst. Surg., 2d Regt. C. N. G., Sept. 15, 1892. Major and Surgeon June 11, 1896.

ADJUTANT-GENERAL'S REPORT.

CONNECTICUT NATIONAL GUARD, SECOND REGIMENT (INFANTRY).—CONTINUED.

ORGANIZATION, NAME, RESIDENCE, RANK, AND DATE OF RANK.	P. O. ADDRESS.	AGE.	BIRTHPLACE.	SERVICE.	
				In National Guard or Militia of this or any other State.	In U. S. Army or Navy.
<i>Ast. Surgeon.—First Lieutenant.</i> Frederick G. Graves, Waterbury; June 11, 1896.	Waterbury.	30	Danbury, Conn.		
<i>Inspector of Small Arms Practice.</i> — <i>Captain.</i> George G. La Barnes, Wallingford; June 11, 1892.	Wallingford.	49	Meriden, Conn.	Private Co. K, 2d Regt. C. N. G., Sept. 15, 1871; Corp. Aug. 25, 1873; Sergt. Apr. 2, 1877; 1st Sergt. June 1, 1878; 1st Lieut. Dec. 26, 1878; Capt. Sept. 18, 1888; res. Nov. 7, 1891; Capt. and I. R. P. 2d Regt. C. N. G., June 11, 1892.	
<i>Chaplain.</i> George W. Phillips, New Haven; May 30, 1899.	New Haven.	32	Chatham, Eng.	Private Co. F, 2d Regt. C. N. G., Nov. 1, 1894; dis. Nov. 1, 1897. Chaplain 2d Regt. C. N. G., May 30, 1899.	

COMPANY A.—WATERBURY.

Captain.

James Geddes,
Waterbury; Mar. 15, 1893.

Waterbury. 34 Waterbury, Conn. Private Co. A, 2d Regt. C. N. G., June 6, 1887; Corp. Apr. 3, 1889; Sergt. Mar. 16, 1891; 2d Lieut. Nov. 23, 1891; 1st Lieut. Jan. 2, 1893; Capt. Mar. 15, 1893.

First Lieutenant.

Henry B. Carter,
Waterbury; Mar. 15, 1893.

Waterbury. 34 W. Hingham, Mass. Private Co. A, 2d Regt. C. N. G., Dec. 24, 1883; Corp. Aug. 12, 1885; Sergt. Nov. 15, 1888; dis. Dec. 24, 1888. Re-en. Dec. 24, 1888; Sergt.; 1st Sergt. Aug. 9, 1890; dis. Dec. 24, 1890. Re-en. Dec. 24, 1890; Sergt.-Major 2d Regt. Mar. 10, 1891; dis. Dec. 24, 1892. Re-en. Dec. 24, 1892; 2d Lieut. Co. A, 2d Regt. Jan. 2, 1893; 1st Lieut. Mar. 15, 1893.

Second Lieutenant.

William H. Sandland,
Waterbury; Mar. 15, 1893.

Waterbury. 31 Waterbury, Conn. Private Co. A, 2d Regt. C. N. G., Oct. 27, 1891; Corp. Nov. 1, 1892; 2d Lieut. Mar. 15, 1893.

CONNECTICUT NATIONAL GUARD, SECOND REGIMENT (INFANTRY).—CONTINUED.

ORGANIZATION, NAME, RESIDENCE, RANK, AND DATE OF RANK.	P. O. ADDRESS.	AGE.	BIRTHPLACE.	SERVICE.	
COMPANY B.—NEW HAVEN.					
<i>Captain.</i> James W. Sypher, New Haven; Dec. 7, 1898.	New Haven.	28	W. Stratford Conn.	Private Co. B, 2d Regt. C. N. G., Nov. 20, 1889; Corp. May 1, 1890; Sergt. Jan. 14, 1891; 1st Sergt. May 9, 1894; dis. Nov. 20, 1894. Re-en. Nov. 20, 1894; 1st Sergt.; Q.-M. Sergt.; dis. Nov. 20, 1896. Re-en. Nov. 20, 1896; Q.-M.-Sergt.; 1st Sergt.; 2d Lieut. June 30, 1897. Capt. Dec. 7, 1898.	In National Guard or Militia of this or any other State.
<i>First Lieutenant.</i> Frank Pauly, New Haven; Jan. 19, 1899.	New Haven.	27	Berlin, Germany.	Private Co. B, 2d Regt. C. N. G., May 11, 1892; Corp. July 22, 1895; Sergt. Feb. 26, 1896; dis. May 11, 1897. Re- en. May 11, 1897; Sergt.; 1st Sergt. Nov. 17, 1897; 2d Lieut. Dec. 7, 1898; 1st Lieut. Jan. 19, 1899.	
<i>Second Lieutenant.</i> Frederick Druehl, New Haven; May 4, 1899.	New Haven.	25	Westfield, Mass.	Private Co. B, 2d Regt. C. N. G., Jan. 4, 1893; dis. Jan. 4, 1896. Re-en. Aug. 5, 1896; Corp. Jan. 25, 1898; 1st Sergt. Mar. 1, 1899; 2d Lieut. May 4, 1899.	

COMPANY C.—NEW HAVEN.

Captain.

Jeremiah F. Donovan,
New Haven; Aug. 10, 1897.

New Haven.	28	New Haven, Conn.	Private Co. C, 2d Regt. C. N. G., Mar. 19, 1897; Sergt. July 8, 1897; Captain Aug. 10, 1897.
New Haven.	31	Windsor Locks, Conn.	Private Co. C, 2d Regt. C. N. G., Mar. 19, 1897; Corp.; 2d Lieut. July 27, 1897. 1st Lieut. May 11, 1899.
New Haven.	29	New Haven, Conn.	Private Co. C, 2d Regt. C. N. G., Apr. 2, 1897; Corp. Feb. 12, 1898; Sergt. Mar. 1, 1899; 2d Lieut. May 11, 1899.
New Haven.	33	Clear Branch Tenn.	Private Co. F, 2d Regt. C. N. G., Jan. 1, 1898; dis. Aug. 18, 1898. Re-en. Oct. 1, 1898. Captain Co. D, 2d Regt. C. N. G., May 18, 1899.

2d Lieut. 6th U. S.
Vol. Inf., June 29,
1898. Hon. dis.
Sept. 20, 1898.

First Lieutenant.

Edward G. Laflin,
New Haven; May 11, 1899.

Second Lieutenant.

William B. Spencer,
New Haven; May 11, 1899.

COMPANY D.—NEW HAVEN.

Captain.

John Q. Tilson,
New Haven; May 18, 1899.

CONNECTICUT NATIONAL GUARD, SECOND REGIMENT (INFANTRY).—CONTINUED.

ORGANIZATION, NAME, RESIDENCE, RANK, AND DATE OF RANK.	P. O. ADDRESS.	AGE.	BIRTHPLACE.	SERVICE.	
				In National Guard or Militia of this or any other State.	In U. S. Army or Navy.
<i>First Lieutenant.</i> (Vacancy.)					
<i>Second Lieutenant.</i> Ernest L. Isbell, New Haven; July 6, 1899.	New Haven.	33	Bridgewater Conn.	Private Co. F, 2d Regt. C. N. G., May 13, 1889; Corp. Jan. 29, 1891; Sergt. Nov. 15, 1893; dis. May 13, 1894. 2d Lieut. Co. D, 2d Regt. July 6, 1899.	
COMPANY E.—NEW HAVEN.					
<i>Captain.</i> Patrick F. Reynolds, New Haven; July 5, 1898.	New Haven.	37	New Haven, Conn.	Private Co. E, 2d Regt. C. N. G., June 22, 1885; Corp. June 1, 1889; Sergt. Apr. 1, 1890; dis. June 22, 1890. Re- en. June 30, 1890; Sergt.; dis. June 30, 1892. Re-en. June 30, 1892; Sergt.; dis. June 30, 1894. Re-en. June 30, 1894; 1st Sergt. July 25, 1894; 2d Lieut. July 30, 1895; 1st Lieut. June 12, 1896; Capt. July 5, 1898.	
<i>First Lieutenant.</i> George E. Hall, New Haven; July 5, 1898.	New Haven.	29	New Haven, Conn.	Private Co. F, 2d Regt. C. N. G., Jan. 21, 1896; 2d Lieut. Co. E, 2d Regt. C. N. G., Mar. 31, 1898; 1st Lieut. July 5, 1898.	

Second Lieutenant.
Alfred Husted,
New Haven; May 24, 1899.

COMPANY F.—NEW HAVEN.

Captain.
Charles F. McCabe,
New Haven; May 10, 1893.

First Lieutenant.
Edward O. Gruener,
New Haven; Nov. 9, 1898.

New Haven.	34	New Haven, Conn.	Private Co. F, 2d Regt. C. N. G., Feb. 12, 1886; Corp. Nov. 21, 1888; Sergt. July 30, 1890; dis. Feb. 12, 1891. Re-en. Feb. 12, 1891; Sergt.; Q. M. Sergt. Nov. 5, 1891; dis. Feb. 12, 1893. Re-en. Feb. 12, 1893; Q.-M. Sergt. dis. Feb. 12, 1895. Re-en. Feb. 12, 1897. Re-en. Feb. 12, 1897; Q.-M. Sergt.; 1st Sergt. Sept. 7, 1898; dis. Feb. 12, 1899. Re-en. Feb. 12, 1899; 1st Sergt. 2d Lieut. Co. E. 2d Regt. C. N. G., May 24, 1899.
New Haven.	39	Goshen, Conn.	Private Co. F, 2d Regt. C. N. G., Jan. 28, 1884; Corp. June 10, 1885; Sergt. May 9, 1887; dis. Jan. 28, 1889. Re-en. Jan. 28, 1889; Sergt.; 1st Sergt. July 24, 1889; 2d Lieut. June 29, 1891; 1st Lieut. Oct. 27, 1891; Capt. May 10, 1893.
New Haven.	34	New Haven, Conn.	Private Co. F, 2d Regt. C. N. G., Aug. 12, 1886; Corp. July 30, 1890; dis. Aug. 12, 1891. Re-en. Aug. 12, 1891; Corp.; Sergt.; dis. Aug. 12, 1893. Re-en. Aug. 12, 1893; Sergt. Nov. 5, 1893; dis. Aug. 19, 1895. Re-en. Aug. 19, 1895; Sergt.; 1st Sergt. June 1, 1897; dis. Mar. 13, 1898. Re-en. Mar. 13, 1898; 1st Sergt.; 2d Lieut. Sept. 7, 1898. 1st Lieut. Nov. 9, 1898.

CONNECTICUT NATIONAL GUARD, SECOND REGIMENT (INFANTRY).—CONTINUED.

ORGANIZATION, NAME, RESIDENCE, RANK, AND DATE OF RANK.	P. O. ADDRESS.	AGE.	BIRTHPLACE.	SERVICE.	
				In National Guard or Militia of this or any other State.	In U. S. Army or Navy.
<i>Second Lieutenant.</i> William Perry Curtiss, New Haven; Nov. 9, 1898.	New Haven.	28	Branford, Conn.	Private Co. F, 2d Regt. C. N. G., Mar. 1, 1894; Corp. Dec. 7, 1896; dis. Mar. 1, 1897. Re-en. Mar. 1, 1897; Corp.; 2d Lieut. Nov. 9, 1898.	
COMPANY G.—WATERBURY.					
<i>Captain.</i> Daniel E. Fitzpatrick, Waterbury; Feb. 3, 1899.	Waterbury.	38	Waterbury, Conn.	Private Co. G, 2d Regt. C. N. G., July 30, 1883; 2d Lieut. Oct. 19, 1886; 1st Lieut. Nov. 15, 1887. Captain Feb. 3, 1899.	
<i>First Lieutenant.</i> Patrick Halpin, Waterbury; Feb. 3, 1899.	Waterbury.	34	Waterbury, Conn.	Private Co. G, 2d Regt. C. N. G., Sept. 1, 1885; Q.-M.-Sergt. May 3, 1887; 2d Lieut. Nov. 15, 1887; 1st Lieut. Feb. 3, 1899.	
<i>Second Lieutenant.</i> Thomas F. Hallinan, Waterbury; Feb. 3, 1899.	Waterbury.	35	Waterbury, Conn.	Private Co. G, 2d Regt. C. N. G., June 1, 1884; Corp. Apr. 5, 1887; dis. June 1, 1889. Re-en. June 1, 1889; Corp.; Sergt. Aug. 13, 1889; dis. June 1, 1891. Re-en. June 1, 1891; Sergt.; 1st Sergt. Feb. 3, 1893; dis. June 1, 1893. Re-en. June 3, 1893; 1st Sergt.; dis. June 3, 1895. Re-en. June 3, 1895; 1st Sergt.; dis. June 3, 1897. Re-en. June 3, 1897; 1st Sergt. 2d Lieut. Feb. 3, 1899.	

COMPANY H.—MIDDLETOWN.

Captain.
Walter R. Markham,
Middletown; July 26, 1898.

Middletown.	37	Hartford, Conn.	Private Co. H, 2d Regt. C. N. G., Nov. 17, 1880; Corp. Apr. 10, 1883; Sergt. May 20, 1885; dis. Nov. 17, 1885. Re-en. Nov. 17, 1885; Sergt.; 1st Sergt. May 12, 1886; dis. Nov. 17, 1887. Re-en. Nov. 17, 1887; 1st Sergt.; dis. Nov. 17, 1889. Re-en. Dec. 3, 1891. Re-en. Dec. 3, 1891; 1st Sergt., 2d Lieut. Mar. 3, 1892; 1st Lieut. Dec. 13, 1892; Capt. July 26, 1898.
-------------	----	--------------------	--

First Lieutenant.

John A. Broatch,
Middletown; July 26, 1898.

Middletown.	29	Middletown, Conn.	Private Co. H, 2d Regt. C. N. G., Jan. 28, 1890; Corp. Aug. 8, 1890; Sergt. Aug. 2, 1892; 2d Lieut. Dec. 13, 1892. 1st Lieut. July 26, 1898.
-------------	----	----------------------	--

Second Lieutenant.

Edward S. Mowry,
Middletown, July 26, 1898.

Middletown.	28	Cambridge- port, Mass.	Private Co. H, 2d Regt. C. N. G., Feb. 18, 1890; Corp. Aug. 2, 1892; dis. Feb. 18, 1895. Re-en. May 4, 1897; Corp. Aug. 9, 1897; 2d Lieut. July 26, 1898.
-------------	----	---------------------------	---

COMPANY I.—MERIDEN.

Captain.
Oscar L. Bradley,
Meriden; Nov. 8, 1897.

Meriden.	37	Meriden, Conn.	Private Co. I, 2d Regt. C. N. G., May 3, 1880; Corp.; dis. May 3, 1885. Re-en. June 2, 1885; Corp.; dis. June 2, 1887. Re-en. June 3, 1887; Sergt. Apr. 4, 1888; 2d Lieut. Jan. 17, 1889; 1st Lieut. Mar. 24, 1892; Capt. Nov. 8, 1897.
----------	----	-------------------	---

CONNECTICUT NATIONAL GUARD, SECOND REGIMENT (INFANTRY).—(CONTINUED.)

ORGANIZATION, NAME, RESIDENCE, RANK AND DATE OF RANK.	P. O. ADDRESS.	AGE.	BIRTHPLACE.	SERVICE.	
				In National Guard or Militia of this or any other State.	In U. S. Army or Navy.
<i>First Lieutenant.</i> John W. Kramer, Meriden; July 28, 1898.	Meriden.	27	Philadelphia Pa.	Private Co. I, 2d Regt. C. N. G., Nov. 3, 1892; dis. Nov. 30, 1895. Re-en. Nov. 26, 1897; 2d Lieut. Dec. 23, 1897; 1st Lieut. July 28, 1898.	
<i>Second Lieutenant.</i> John W. Deno, Meriden; July 28, 1898.	Meriden.	41	Philadelphia Pa.	Private Co. I, 2d Regt. C. N. G., Apr. 24, 1884; Corp. Aug. 19, 1887; dis. Apr. 24, 1889. Re-en. May 31, 1889; 1st Sergt. June 7, 1889; dis. May 30, 1891. Re-en. Mar. 19, 1892; Corp. Mar. 4, 1892; Sergt. Mar. 1, 1893; dis. Mar. 19, 1894. Re-en. Mar. 19, 1894; Sergt. Mar. 19, 1894; dis. Mar. 19, 1896. Re-en. Apr. 2, 1896; Sergt.; 2d Lieut. July 28, 1898.	
COMPANY K.—WALLINGFORD. <i>Captain.</i> Henry Norton, Jr., Wallingford; Dec. 1, 1898.	Wallingford.	33	Birmingham Eng.	Private Co. K, 2d Regt. C. N. G., Aug. 17, 1883; Corp. Apr. 30, 1885; Sergt. Apr. 8, 1886; 1st Sergt. July 28, 1887; dis. Aug. 17, 1888. Re-en. Aug. 17, 1888; 1st Sergt.; 2d Lieut. Sept. 18, 1888; res. June 17, 1891. 2d Lieut. Nov. 17, 1891; 1st Lieut. Nov. 24, 1896. Captain Dec. 1, 1898.	

First Lieutenant.
George C. Abbott,
Wallingford; June 20, 1899.

Second Lieutenant.
Charles M. Allen,
Wallingford; June 20, 1899.

THIRD REGT.—INFANTRY.

Colonel.
George Haven,
New London; May 2, 1899.

Wallingford.	29	Milford, Conn.	Private Co. K, 2d Regt. C. N. G., June 2, 1893; dis. June 2, 1896. Re-en- Feb. 4, 1897; Corp. Apr. 24, 1898; 2d Lieut. Dec. 1, 1898. 1st Lieut. June 20, 1899.
Wallingford.	27	Malden, N. Y.	Private Co. K, 2d Regt. C. N. G., June 14, 1894; Corp. July 17, 1895; Sergt. Apr. 21, 1898; 1st Sergt. Jan. 3, 1899; 2d Lieut. June 20, 1899.
New Lon- don.	55	New Lon- don, Conn.	Private Co. D, 3d Regt. C. N. G., Apr. 14, 1865; 1st Sergt. Apr. 22, 1865; 2d Lieut. July 6, 1865; 1st Lt. Dec. 1, 1865; Capt. Aug. 10, 1867; Major 3d Regt. Sept. 3, 1870; Lt.-Col. Apr. 20, 1872; res. Apr. 24, 1873. Captain and Adjt. 3d Regt. C. N. G., Feb. 18, 1879; Major Mar. 20, 1882; Colonel July 12, 1886. Brigadier-Gen. commanding Brigade, C. N. G., May 28, 1892. Adjutant-General State of Connecticut, Jan. 6, 1897; hon. dis. Jan. 4, 1899. Retired Jan. 4, 1899. Colonel 3d Regt. C. N. G., May 2, 1899.

Private Rifle Co. C,
2d Regt. Conn.
Vols. (3 mos.) May
7, 1861; dis. Aug.
7, 1861.
Private Co. C, 1st
Regt. Cav'y Conn.
Vols., Nov. 25,
1861; Corp.; dis.
Nov. 22, 1864, ex-
term service.

CONNECTICUT NATIONAL GUARD, THIRD REGIMENT (INFANTRY).—CONTINUED.

ORGANIZATION, NAME, RESIDENCE, RANK, AND DATE OF RANK.	P. O. ADDRESS.	AGE.	BIRTHPLACE.	SERVICE.	
				In National Guard or Militia of this or any other State.	In U. S. Army or Navy.
<i>Lieutenant-Colonel.</i> Henry J. Thayer, Putnam; May 2, 1899.	Putnam.	45	Woonsocket, R. I.	Private Co. A, 4th Bat'n Inf. 2d Brigade R. I. M., May 27, 1875; Sergt.; 1st Sergt.; 2d Lieut. Nov. 26, 1877; dis. May 1, 1879. Private Co. G., 3d Regt. C. N. G., Aug. 15, 1884; 1st Sergt. May 15, 1885; 2d Lieut. July 27, 1888; 1st Lieut. Feb. 6, 1890; Capt. Dec. 11, 1890. Major 3d Regt. C. N. G., June 27, 1893. Lieut. Col. 3d Regt. C. N. G., May 2, 1899.	Entered service June 23, 1898. Must'd Major 3d Regt. Conn. Vols. Inf. July 3, 1898. Hon. dis. Sept. 8, 1898.
<i>Major (Battalion).</i> Henry S. Dorsey, New London; May 2, 1899.	New Lon- don.	34	New Lon- don, Conn.	Private Co. A, 3d Regt. C. N. G., Nov. 8, 1886; trans. to 3d Sig. Corps, 3d Regt. C. N. G., May 12, 1890; 2d Lieut. Co. A, 3d Regt. C. N. G., July 23, 1890; 1st Lieut. Jan. 28, 1891; Capt. Nov. 1, 1893; Major 3d Regt. C. N. G., May 2, 1899.	Mustered Capt. Co. A, 3d Regt. Conn. Vol. Inf., July 6, 1898; mustered out Mar. 20, 1899.
<i>Major (Battalion).</i> William H. Hamilton, Danielson; May 2, 1899.	Danielson.	43	Winsted, Conn.	Private Co. F, 3d Regt. C. N. G., Dec. 15, 1885; Sergt. Dec. 15, 1885; dis. Feb. 28, 1887; 1st Lieut. April 17, 1895; Capt. Nov. 15, 1895; Major 3d Regt. C. N. G., May 2, 1899.	Mustered Capt. Co. F, 3d Regt. Conn. Vol. Inf. July 1, 1898; mustered out Mar. 20, 1899.

<p><i>Adjutant—Captain.</i> Frank V. Chappell, New London; May 15, 1899.</p>	<p>New London.</p>	<p>24 New London, Conn.</p>	<p>Private 3d Platoon Battery A, C. N. G., May 3, 1898; Sergt. May 4, 1898; hon. dis. by reason of disbandment of Platoon, Nov. 30, 1898; Capt. and Adjt. 3d Regt. C. N. G., May 15, 1899.</p>	<p>Mustered Sergt. Battery A, Light 1st Regt. Conn. Vol. Art'y May 19, 1898; mustered out Oct. 25, 1898.</p>
<p><i>Adjutant Batt'n—First Lieut.</i> Charles E. Richardson, Putnam; May 29, 1899.</p>	<p>Putnam.</p>	<p>33 Penacock, N. H.</p>	<p>Private Co. G, 3d Regt. C. N. G., Aug. 14, 1885; Corp. Aug. 27, 1886; Sergt.; dis. Aug. 14, 1890. Re-en. Aug. 14, 1890; 1st Sergt.; dis. Aug. 14, 1892. Re-en. Aug. 14, 1892; 1st Sergt.; 2d Lieut. July 15, 1893; 1st Lieut. Oct. 24, 1896; 1st Lieut. and Batt'n Adjt. 3d Regt. C. N. G., May 29, 1899.</p>	<p>Mustered 1st Lieut. Co. G, 3d Regt. Conn. Vol. Inf., July 2, 1898; mustered out Mar. 20, 1899.</p>
<p><i>Adjutant Batt'n—First Lieut.</i> John Augustus Prince, New London; July 20, 1899.</p>	<p>New London.</p>	<p>39 New London, Conn.</p>	<p>Musician, Band 3d Reg. C. N. G., Aug. 11, 1880; dis. Aug. 11, 1885. Private 3d M. G. Platoon, 3d Regt. June 16, 1886; dis. Apr. 30, 1888. Re-en. Band 3d Regt. July 7, 1888; dis. July 7, 1890. Re-en. Aug. 18, 1890; dis. July 31, 1891; Comm'sy Sergt. N. C. S. 3d Regt. Aug. 8, 1892; Sergt. Major Apr. 18, 1894; dis. Aug. 8, 1894. Re-en. Sergt. Major Aug. 8, 1894; dis. Aug. 8, 1896. Re-en. Sergt. Major Aug. 8, 1896; dis. June 24, 1898. 1st Lieut. and Batt'n Adjt. 3d Regt. C. N. G., July 20, 1899.</p>	

CONNECTICUT NATIONAL GUARD, THIRD REGIMENT (INFANTRY)—CONTINUED.

ORGANIZATION, NAME, RESIDENCE, RANK AND DATE OF RANK.	P. O. ADDRESS.	AGE.	BIRTHPLACE.	SERVICE. In National Guard or Militia of this or any other State.	In U. S. Army or Navy.
<i>Quartermaster. — First Lieut.</i>					
Percy H. Morgan, Poquonock Bridge; Mar. 6, 1895.	Poquonock Bridge.	30	Groton, Conn.	Private Co. 1, 3d Regt. C. N. G.; Aug. 13, 1888; Commissary-Sergt., Aug. 13, 1888; Q.-M. Sergt., N. C. S., Aug. 8, 1892; dis. Aug. 13, 1893. Re-en. Q.-M.-Sergt., N. C. S., Aug. 13, 1893; 1st Lieut. and Q.-M. 3d Regt. C. N. G., Mar. 6, 1895.	Mustered 1st Lieut. and Q.-M. 3d Regt. Conn. Vol. Inf., June 23, 1898; mustered out Mar. 20, 1899.
<i>Paymaster. — First Lieut.</i> Walter Fitzmaurice, New London, May 17, 1899.	New London.	48	Providence, R. I.	Captain and A.-D.-C. Brigade Staff, C. N. G., Mar. 29, 1893. Major and Brig. Commissary C. N. G., Dec. 2, 1893; hon. dis. Jan. 7, 1897. 1st Lieut. and Paymaster 3d Regt. C. N. G., May 17, 1899.	

ADJUTANT-GENERAL'S REPORT.

41

<p><i>Surgeon.—Major.</i> Hiram B. Thomson, New London; May 15, 1899.</p>	<p>New London.</p>	<p>36</p>	<p>Barrie, Ontario, Canada.</p>	<p>1st Lieut. and Asst. Surgeon 3d Regt. C. N. G., July 16, 1892; Major and Surgeon 3d Regt. May 15, 1899.</p>
<p><i>Asst. Surgeon—First Lieut.</i> Harry M. Lee, New London; June 18, 1898.</p>	<p>New London.</p>	<p>24</p>	<p>New London, Conn.</p>	<p>Mustered 1st Lieut. and Asst. Surgeon, 3d Regt. Conn. Vol. Inf., June 22, 1898. Pro. Major and Surgeon, 3d Regt. Sept. 23, 1898. Act. Brig. Surgeon, 2d Brigade, 1st Div. 2d Army Corps. Feb. 1899; Chief Surgeon of U. S. forces in and about Savannah, Ga. Feb., 1899; mustered out Mar. 20, 1899</p>
<p><i>Inspector of Small Arms Practice—Captain.</i> William M. Stark, New London; Aug. 5, 1899.</p>	<p>New London.</p>	<p>44</p>	<p>Portland, Oregon.</p>	<p>Private Co. I, 3d Regt. C. N. G., July 16, 1895; 1st Sergt. May 13, 1896; dis. June 22, 1898; Capt. and I. S. A. P. Aug. 5, 1899.</p>
<p><i>Chaplain.</i> J. Spencer Voorhees, Hartford; June 24, 1898.</p>	<p>Hartford.</p>	<p>41</p>	<p>Rocky Hill, N. J.</p>	<p>Mustered Chaplain 3d Regt. Conn. Vol Inf., July 2, 1898; mustered out Mar. 20, 1899.</p>

CONNECTICUT NATIONAL GUARD, THIRD REGIMENT (INFANTRY).—CONTINUED.

ORGANIZATION, NAME, RESIDENCE, RANK, AND DATE OF RANK.	P. O. ADDRESS.	AGE.	BIRTHPLACE.	SERVICE. In National Guard or Militia of this or any other State.	In U. S. Army or Navy.
COMPANY A.—NEW LONDON.					
<i>Captain.</i> John J. Lawless, New London; May 22, 1899.					
	New Lon- don.	23	East Boston, Me.	Private Co. A, 3d Regt. C. N. G., Apr. 18, 1894; Corp. Apr. 24, 1896; dis. Apr. 18, 1897; Re-en. Apr. 18, 1897; Corp.; Sergt.; Captain May 22, 1899.	Mustered Sergt. Co. A, 3d Regt. Conn. Vol. Inf., July 6, 1898; 1st Sergt. Jan. 11, 1899; 2d Lieut. Co. D, 3d Regt. Conn. Vol. Inf., Mar. 10, 1899; mustered out Mar. 20, 1899.
<i>First Lieutenant.</i> Hubert W. Ryan, New London; May 15, 1899.					
	New Lon- don.	27	Ireland.	Private Co. A, 3d Regt. C. N. G., Apr. 18, 1894; Corp, 1895; Sergt.; dis. Apr. 18, 1897. Re-en. Apr. 18, 1897; Sergt.; 1st Lieut. May 15, 1899.	Mustered Sergt. Co. A, 3d Regt. Conn. Vol. Inf., July 6, 1898; Red; muster- ed out March 20, 1899.
<i>Second Lieutenant.</i> Sidney E. Morton, New London; June 21, 1899.					
	New Lon- don.	24	New Lon- don, Conn.	Private Co. A, 3d Regt. C. N. G., Dec. 13, 1893; dis. Dec. 13, 1896. Re-en. Dec. 13, 1896; Corp.; 2d Lieut. June 21, 1899.	Mustered Corp. Co. A, 3d Conn. Vol. Inf., July 6, 1898. Red; mustered out Mar. 20, 1899.

COMPANY B.—STONINGTON.

Captain.

John F. Murphy,
Stonington; May 16, 1899.

First Lieutenant.
(Vacancy).

Second Lieutenant.

Joseph Herbst,
Stonington; May 16, 1899.

COMPANY C.—NORWICH.

Captain.

Charles A. Polsten,
Norwich; Aug. 23, 1899.

Westerly, R. I.	32	Stonington, Conn.	Private Co. B, 3d Regt. C. N. G., May 1, 1888; Corp. Aug. 21, 1889; Sergt. Oct. 30, 1890; 1st Sergt. Aug. 17, 1891; dis. May 1, 1893. Re-en. May 1, 1893; 1st Sergt.; 2d Lieut. July 27, 1893; 1st Lieut. June 4, 1896; Capt. May 16, 1899.	Mustered 1st Lieut. Co. B, 3d Regt. Conn. Vol. Inf., July 3, 1898; Capt. Co. L, 3d Regt. Conn. Vol. Inf. Nov. 22, 1898; mustered out Mar. 20, 1899.
Westerly, R. I.	25	Lawrence, Mass.	Private Co. B, 3d Regt. C. N. G., Mar. 1, 1895; Corp. Feb. 17, 1898. 2d Lieut. May 16, 1899.	Mustered Corp. Co. B, 3d Regt. Conn. Vol. Inf., July 3, 1898; mustered out Mar. 20, 1899.
Norwich,	26	Vestervick, Sweden.	Private Co. C, 3d Regt. C. N. G., Dec. 5, 1893; dis. Dec. 5, 1896. Re-en. Dec. 5, 1896; Corp. Mar. 9, 1897; Sergt. Jan. 3, 1898; 2d Lieut. June 6, 1899; Capt. Aug. 23, 1899.	Mustered Sergt. Co. C, 3d Regt. Conn. Vol. Inf., July 1, 1898; Red; mustered out Mar. 20, 1899.

CONNECTICUT NATIONAL GUARD, THIRD REGIMENT (INFANTRY).—CONTINUED.

ORGANIZATION, NAME, RESIDENCE, RANK, AND DATE OF RANK.	P. O. ADDRESS.	AGE.	BIRTHPLACE.	SERVICE.	
				In National Guard or Militia of this or any other State.	In U. S. Army or Navy.
<i>First Lieutenant.</i> Henry H. Morrell, Norwich; May 16, 1899.	Norwich,	20	Troy, Me.	Private Co. C, 3d Regt. C. N. G., May 25, 1897; Corp.; 1st Lieut. May 16 1899.	Mustered Corp. Co. C, 3d Regt. Conn. Vol. Inf., July 1, 1898; Sergt. Jan. 13, 1899; mustered out Mar. 20, 1899.
<i>Second Lieutenant.</i> Frederick W. Burton, Norwich; Aug. 23, 1899.	Norwich,	20	Norwich, Conn.	Private Co. C, 3d Regt. C. N. G. Oct. 12, 1897; Corp. June 15, 1898; Sergt. June 26, 1899; 2d Lieut. August 23, 1899.	Mustered Corp. Co. C, 3d Regt. Conn. Vol. Inf., July 1, 1898; mustered out Mar. 20, 1899.
COMPANY D—NEW LONDON. <i>Captain.</i> (Vacancy.) <i>First Lieutenant.</i> William H. Ryley, New London; Aug. 3, 1896.	New Lon- don.	47	New Lon- don, Conn.	Private Co. I, 3d Regt. C. N. G., Sept. 4, 1879; Corp; Sergt.; dis. Feb. 20, 1884. Private Co. D, 3d Regt. C. N. G., July 25, 1892; Corp. Dec. 16, 1892; Sergt. Mar. 28, 1894; dis. July 25, 1895. Re-en. Aug. 7, 1895; Sergt; 2d Lieut. Nov. 25, 1895; 1st Lieut. Aug. 3, 1896.	Mustered 1st Lieut. Co. D, 3d Conn. Vol. Inf., July 3 1898; hon. dis. Jan. 24, 1899.

Second Lieutenant.
George E Ryley,
New London; Sept. 20, 1899.

COMPANY E.—WILLIMANTIC.

Captain.
James Cochran,
Willimantic; May 11, 1899.

First Lieutenant.
William Kelley,
Willimantic; May 11, 1899.

New London.	25	New London, Conn.	Private Co. I, 3d Regt. C. N. G., Dec. 5, 1893; dis. Dec. 5, 1896. Private 3d Sec. M. G. Battery, Dec. 8, 1896; dis. Jan. 30, 1897. Musician Co. D, 3d Regt. C. N. G., Feb. 18, 1897; Corp. June 7, 1899 Commissary Sergt. N. C. S., 3d Regt. June 21, 1899. 2d Lieut. Co. D, 3d Regt. C. N. G., Sept. 20, 1899.	Mustered Musician Co. D, 3d Conn. Vol. Inf., July 3, 1898; Red; Corp.; mustered out Mar. 20, 1899.
Willimantic.	36	Paisley, Scotland.	Private Co. E, 3d Regt. C. N. G., Nov. 18, 1886; Corp. Dec. 6, 1888; 1st Sergt. Aug. 1, 1889; dis. Nov. 18, 1891. Re-en. Feb. 11, 1892; 1st Sergt. April 8, 1892; dis. Feb. 11, 1894. Re-en. Feb. 15, 1894; 1st Sergt. May 1, 1894; 2d Lieut. Mar. 22, 1894; 1st Lieut. Dec. 16, 1897. Capt. May 11, 1899.	Mustered 1st Lieut. Co. E, 3d Regt. Conn. Vol. Inf., July 1, 1898; Pro. Capt. Oct. 15, 1898; mustered out Mar. 20, 1899.
Willimantic.	25	Willimantic, Conn	Private Co. E, 3d Regt. C. N. G., Sept. 2, 1892; Corp., Sergt.; 1st Sergt.; 1st Lieut., May 11, 1899.	Mustered 1st Sergt. Co. E, 3d Regt. Conn. Vol. Inf., July 1, 1898; mustered out Mar. 20, 1899.

CONNECTICUT NATIONAL GUARD, THIRD REGIMENT. (INFANTRY)—CONTINUED.

ORGANIZATION, NAME, RESIDENCE, RANK, AND DATE OF RANK.	P. O. ADDRESS.	AGE.	BIRTHPLACE.	SERVICE.	
<i>Second Lieutenant.</i>					
Jean B. Paulhus, Willimantic; July 20, 1899.	Willimantic.	24	St. Bona Venture, Canada.	Private Co. E, 3d Regt. C. N. G., May 27, 1897; Corp. June 22, 1898; Sergt. June 7, 1899; 2d Lieut. July 20, 1899.	Mustered Corp. Co. E, 3d Regt. Conn. Vol. Inf., July 1, 1898; mustered out Mar. 20, 1899.
<i>COMPANY F.—DANIELSON.</i>					
<i>Captain.</i>					
Kent A. Darbie, Danielson; May 23, 1899.	Danielson.	40	Thompson, Conn.	Private Co. H, 3d Regt. C. N. G., Mar. 25, 1879; dis. Sept. 20, 1881. Private Co. F, 3d Regt. C. N. G., Dec. 15, 1885; 2d Lieut. June 3, 1886; 1st Lieut. Sept. 20, 1887. Resigned May 6, 1891. Re-en. Co. F, 3d Regt. Aug. 7, 1893; 1st Sergt., 2d Lieut. Dec. 12, 1893. Resigned June 30, 1894. Re- en. Co. F, 3d Regt., July 17, 1895; 1st Sergt.; 1st Lieut. June 30, 1898. Capt. May 23, 1899.	Mustered 1st Lieut. Co. F, 3d Regt. Conn. Vol. Inf., July 1, 1898; mus- tered out Mar. 20, 1899.
<i>First Lieutenant.</i>					
Frank E. Young, Danielson; May 23, 1899.	Danielson.	28	Brooklyn, Conn.	Private Co. F, 3d Regt. C. N. G. Oct. 28, 1895; Corp. Dec. 16, 1896. 1st Lieut. May 23, 1899.	Mustered Sergt. Co. F, 3d Regt. Conn. Vol. Inf., July 1, 1898; mustered out Mar. 20, 1899.

Second Lieutenant.
Andrew C. Racine,
Danielson, June 20, 1899.

COMPANY G.—PUTNAM.

Captain.
Arthur D. McIntyre,
Putnam; Oct. 24, 1896.

First Lieutenant.
Everett M. Carver,
Putnam; June 8, 1899.

Killingly.	27	Westfield, Vt.	Private Co. F, 3d Regt. C. N. G., May 31, 1892; dis. May 31, 1897. Re-en. Apr. 23, 1898; 2d Lieut. June 20, 1899.	Private Co. F, 3d Regt. Conn. Vol. Inf., July 1, 1898; Sergt. Feb. 15, 1899; mustered out Mar. 20, 1899.
Putnam.	37	Springfield, Mass	Private Co. G, 3d Regt. C. N. G., May 20, 1887; Corp. Apr. 10, 1890; dis. May 20, 1892. Re-en. May 20, 1892; Sergt. July 12, 1892; 1st Lieut. July 16, 1892; Capt. Oct. 24, 1896.	Mustered Capt. Co. G, 3d Regt. Conn. Vol. Inf., July 3, 1898; mustered out Mar. 20, 1899.
Putnam.	29	Putnam, Conn.	2d Lieut Co. G, 3d Regt. C. N. G., Dec. 4, 1896; 1st Lieut. June 8, 1899.	Apprentice U. S. N. July 10, 1888; 1st Cl. Seaman and Ship's Bugler, Jan. 1, 1890; dis. Dec. 29, 1891; mustered 2d Lieut. Co. G, 3d Regt. Conn. Vol. Inf. July 3, 1898; Pro. 1st Lieut. Co. A, 3d Regt. C. V. I., Dec. 9, 1898; mustered out Mar. 20, 1899.

CONNECTICUT NATIONAL GUARD, THIRD REGIMENT (INFANTRY)—CONTINUED.

ORGANIZATION, NAME, RESIDENCE, RANK AND DATE OF RANK.	P. O. ADDRESS.	AGE.	BIRTHPLACE.	SERVICE.	
				In National Guard or Militia of this or any other State.	In U. S. Army or Navy.
<i>Second Lieutenant.</i> George L. Wilbur, Putnam; June 8, 1899.	Putnam.	23	Wakefield, R. I.	Private Co. G, 3d Regt. C. N. G., Aug. 27, 1892; Corp. May 25, 1895; Sergt. Mar. 31, 1897; 1st Sergt. May 12, 1898; 2d Lieut. June 8, 1899.	Mustered 1st Sergt. Co. G, 3d Regt. Conn. Vol. Inf. July 3, 1898; mus- tered out Mar. 20, 1899.
				Private Co. D, 3d Regt. C. N. G., Jan. 15, 1894; dis. Nov. 1, 1894. Private Co. D, 3d Regt. C. N. G., Feb. 20, 1895; Corp. May 25, 1895; Sergt. Aug. 7, 1895; 2d Lieut. Aug. 3, 1896; res. May 14, 1898. Private Co. I, 3d Regt. C. N. G., May 28, 1898; Corp.; Capt. July 3, 1899.	Mustered Corp. Co. I, 3d Regt. Conn. Vol. Inf. July 2, 1898; Sergt.; mus- tered out Mar. 20, 1899.
COMPANY I.—NEW LONDON. <i>Captain.</i> Jeremiah J. Murphy, New London; July 3, 1899.	New Lon- don.	25	Ireland.	2d Lieut. Co. I, 3d Regt. C. N. G., May 2, 1893; 1st Lieut. Feb. 5, 1895.	Mustered 1st Lieut. Co. I, 3d Regt. Conn. Vol. Inf. July 2, 1898; Pro. Capt. Sept. 11, 1898; mustered out Mar. 20, 1899.
<i>First Lieutenant.</i> Albert P. Ware, New London; Feb. 5, 1895.	New Lon- don.	26	New Lon- don, Conn.		

<p><i>Second Lieutenant.</i> Richard B. Smith, New London; May 24, 1899.</p>	<p>New London.</p>	<p>23</p>	<p>New London, Conn.</p>	<p>Private Co. I, 3d Regt. C. N. G., July 26, 1895; Corp. Feb. 10, 1897; Sergt.; 2d Lieut. May 24, 1899.</p>	<p>Mustered Sergt. Co. I, 3d Regt. Conn. Vol. Inf., July 2, 1898; 1st Sergt. Nov. 1, 1898; mustered out Mar. 20, 1899.</p>
<p>FOURTH REGT.—INFANTRY.</p>					
<p><i>Colonel.</i> Charles W. Hendrie, Stamford; Apr. 27, 1899.</p>	<p>Stamford.</p>	<p>37</p>	<p>Greenwich, Conn.</p>	<p>Private Co. C, 4th Regt. C. N. G., Apr. 20, 1886; Q.-M. Sergt. Dec. 27, 1889; 2d Lieut. June 27, 1890; Capt. July 20, 1891; Maj. 4th. Regt. C. N. G., June 28, 1893; Lieut.-Col., Jan. 18, 1897; Col. Apr. 27, 1899.</p>	
<p><i>Lieutenant-Colonel.</i> Merritt F. White, Bridgeport; Apr. 27, 1899.</p>	<p>Bridgeport.</p>	<p>43</p>	<p>Barre, Mass.</p>	<p>Private Co. B, 4th Regt. C. N. G. Feb. 18, 1884; Corp. Nov. 17, 1885; Sergt. April 17, 1888; dis. Feb. 18, 1889, Re-en. Feb. 18, 1889; Sergt.; 2d Lieut. June 3, 1890; 1st Lieut. Jan. 12, 1892; Capt. Aug. 9, 1892; Major 4th Regt. C. N. G., Jan. 18, 1897. Lieut. Colonel. Apr. 27, 1899.</p>	
<p><i>Major (Battalion).</i> Gilbert L. Fitch, Stamford; Jan. 18, 1897.</p>	<p>Stamford.</p>	<p>30</p>	<p>Corfu, N. Y.</p>	<p>Private Co. C, 4th Regt. C. N. G., Nov. 19, 1888; Corp. Aug. 3, 1891; 2d Lieut. Aug. 24, 1891; 1st Lieut. Nov. 18, 1892; Capt. July 19, 1893; res. Dec. 17, 1894.</p>	<p>Mustered Major 3d Regt. Conn. Vol. Inf., July 3, 1898. Hon. discharged Sept. 19, 1898.</p>
			<p>Captain Jan. 9, 1896; Major 4th Regt. C. N. G., Jan. 18, 1897. Major 3d Regt. C. N. G., June 24, 1898; re-assigned to 4th Regt. C. N. G., Dec. 31, 1898.</p>		

CONNECTICUT NATIONAL GUARD, FOURTH REGIMENT (INFANTRY).—CONTINUED.

ORGANIZATION, NAME, RESIDENCE, RANK, AND DATE OF RANK.	P. O. ADDRESS.	AGE.	BIRTHPLACE.	SERVICE.	
				In National Guard or Militia of this or any other State.	In U. S. Army or Navy.
<i>Major (Battalion).</i> William Houlihan, Bridgeport; Apr. 27, 1899.	Bridgeport.	35	Canada.	Private Co. B, 4th Regt. C. N. G., June 22, 1886; Corp. May 14, 1889; Sergt. July 15, 1890; dis. June 22, 1891. Re-en. June 30, 1891; Sergt.; 1st Sergt. April 12, 1892; 2d Lieut. Aug. 9, 1892. Capt. Feb. 9, 1897. Major 4th Regt. C. N. G., Apr. 27, 1899.	
<i>Adjutant—Captain.</i> Frank R. Coates, Stamford; June 20, 1899.	Stamford.	30	Philadelphia Pa.		
<i>Adjutant (Batt'n). 1st Lieut.</i> William A. Pratt, Stamford; Feb. 11, 1897.	Stamford.	39	Stamford, Conn.	Private Co. C, 4th Regt. C. N. G., Dec. 8, 1885; Sergt. and Orderly Brigade N. C. S., July 21, 1890; dis. Dec. 8, 1890. Re-en. Dec. 8, 1890; Sergt. and Orderly Brig. N. C. Staff; dis. Dec. 8; 1892. 1st Lieut. and Batt'n-Adj. 4th Reg. C. N. G., Feb. 11, 1897.	

<i>Adjutant (Batt'n) 1st Lieut.</i> Robert N. Borroughs, Bridgeport, August 8, 1899.	Bridgeport.	32	Fairfield, Conn.	Private Co. K, 4th Regt. C. N. G., May 21, 1889; trans. to Co. B, 4th Regt. March 15, 1890; Corp. May 10, 1892; dis. May 21, 1894. Re-en. June 12, 1894; Corp.; Sergt. December 18, 1894; dis. June 12, 1896. Re-en. Sergt. Major, N. C. S., 4th Regt. September 3, 1898; 1st Lieut. and Batt'n Adj't. 4th Regt. C. N. G., August 8, 1899.
<i>Quartermaster.—First Lieut.</i> Everett Noyes, Stamford, July 19, 1892.	Stamford.	35	Mystic, Conn.	Private Co. C, 4th Regt. C. N. G., November 1, 1889; Corp. August 8, 1891; Comsy.-Sergt. 4th Regt. April 30, 1892; 1st Lieut. and Quartermaster 4th Regt. July 19, 1892.
<i>Paymaster.—First Lieutenant.</i> Walter Stapleton, Bridgeport; February 4, 1897.	Bridgeport.	35	Bridgeport, Conn.	
<i>Surgeon.—Major.</i> George B. Cowell, Bridgeport; February 4, 1897.	Bridgeport.	33	Ansonia, Conn.	1st Lieut. and Asst.-Surgeon 4th Regt. C. N. G., October 31, 1893; Major and Surgeon 4th Regt. C. N. G., February 4, 1897.
<i>Assistant Surgeon.—1st Lieut.</i> Frederick Schavoir, Stamford; June 20, 1899.	Stamford.	40	Aix Le Chapelle, Germany.	

CONNECTICUT NATIONAL GUARD, FOURTH REGIMENT (INFANTRY.)—CONTINUED.

ORGANIZATION, NAME, RESIDENCE, RANK, AND DATE OF RANK.	P. O. Address.	Age.	BIRTHPLACE.	SERVICE.	
				In National Guard or Militia of this or any other State.	In U. S. Army or Navy.
<i>Inspector of Small Arms Practice.—Captain.</i> Charles A. Bradley, Bridgeport; February 4, 1897.	Bridgeport.	29	Bristol, Conn.	Private Co. B, 4th Regt. C. N. G., Dec. 18, 1888; Corp.; July 29, 1891; Sergt. May 12, 1892; dis. December 18, 1893. Re-en. December 18, 1893; Sergt.; dis. December 18, 1895. Capt. and I. S. A. P. 4th Regt., C. N. G., February 4, 1897.	
<i>Chaplain.</i> (Vacancy).					
COMPANY B.—BRIDGEPORT.					
<i>Captain.</i> George D. Shelton, Bridgeport; May 16, 1899.	Bridgeport.	37	Bridgeport, Conn.	Private Co. B, 4th Regt. C. N. G. No- vember 20, 1883; Corp.; August 10, 1886; dis. November 21, 1888. Re-en. November 21, 1888; Corp.; Sergt. February 12, 1889; dis. November 21, 1890. Re-en. December 1, 1890; Sergt.; 1st Sergt.; 2d Lieut. January 12, 1892; 1st Lieut. August 9, 1892. Captain May 16, 1899.	

<p><i>First Lieutenant.</i> James J. Halligan, Bridgeport; May 16, 1899.</p>	<p>Bridgeport.</p>	<p>33 Huntington, N. Y.</p>	<p>Private Co. B, 4th Regt. C. N. G., May 8 1888; Corp. May 6, 1890; Sergt. May 10, 1892; dis May 8, 1893. Re-en. May 9, 1893; Sergt.; dis. May 9, 1895. Re-en. June 25, 1895; Sergt.; dis. November 13, 1897; 2d Lieut. December 21, 1897; 1st Lieut. May 16, 1899.</p>
<p><i>Second Lieutenant.</i> John J. McBride, Bridgeport; May 16, 1899.</p>	<p>Bridgeport.</p>	<p>28 New York, N. Y.</p>	<p>Private Co. B, 4th Regt. C. N. G., November 25, 1892; Corp. December 17, 1894; dis. December 14, 1895. Re-en. January 3, 1896; Corp. May 15, 1896; Sergt. March 26, 1897; dis. June 11, 1898. Re-en. June 25, 1898; Sergt.; 1st Sergt. January 17, 1899; 2d Lieut. May 16, 1899.</p>
COMPANY C.—STAMFORD.			
<p>Major William H. Holly, retired, in command. <i>Captain.</i> (Vacancy.)</p>			
<p><i>First Lieutenant.</i> Charles W. Bucklee, Stamford; September 17, 1897.</p>	<p>Stamford.</p>	<p>35 Lowellan, Canada.</p>	<p>Private Co. C, 4th Regt. C. N. G., May 22, 1894; Corp.; Sergt.; 1st Sergt.; dis. May 22, 1897. Re-en. May 22, 1897; Sergt.; 1st Sergt.; 1st Lieut. September 17, 1897.</p>
<p><i>Second Lieutenant.</i> (Vacancy.)</p>			<p>Mustered 1st Lieut. Co. K, 3d Conn. Vol. Inf., July 1, 1898; Pro. Capt.; Mustered out March 20, 1899.</p>

CONNECTICUT NATIONAL GUARD, FOURTH REGIMENT (INFANTRY).—CONTINUED.

ORGANIZATION, NAME, RESIDENCE, RANK AND DATE OF RANK.	P. O. ADDRESS.	AGE.	BIRTHPLACE.	SERVICE.	
COMPANY D.—NORWALK.					
<i>Captain.</i> Howard J. Bloomer, Norwalk; August 4, 1899.	Norwalk.	27	Burlington, Ia.	Private Co. F, 4th Regt. C. N. G., April 19, 1898; Corp. July 1, 1898; 2d Lieut. May 16, 1899; Capt. Co. D, 4th Regt. C. N. G., August 4, 1899.	Mustered Corp Co. L, 3d Regt. Conn. Vol. Inf., July 2, 1898. Pro. 2d Lieut. Co. F, 3d Conn. Vol. Inf., November 14, 1898.
<i>First Lieutenant.</i> Edward P. Weed, Norwalk; August 4, 1899.	Norwalk.	28	Norwalk, Conn.		Mustered out March 20, 1899.
<i>Second Lieutenant.</i> George L. Woodward, Norwalk; August 4, 1899.	Norwalk.	21	Norwalk, Conn.		
COMPANY E.—BRIDGEPORT.					
<i>Captain.</i> James J. Hurley, Bridgeport; December 20, 1897.	Bridgeport.	32	New Haven, Conn.	2d Lieut. Co. E, 4th Regt. C. N. G., No- vember 14, 1892; 1st Lieut. December 18, 1893; Capt. December 20, 1897.	

<p><i>First Lieutenant.</i> Edward J. Joy, Bridgeport; December 20, 1897.</p>	Bridgeport.	27	Bridgeport, Conn.	Private Co. E, 4th Regt. C. N. G., May 13, 1891; Corp. April 17, 1893; 2d Lieut. December 18, 1893; 1st Lieut. December 20, 1897.
<p><i>Second Lieutenant.</i> John Scanlon, Bridgeport; December 20, 1897.</p>	Bridgeport.	27	Bridgeport, Conn.	Private Co. E, 4th Regt. C. N. G., November 9, 1891; Corp. July 6, 1895; dis. November 9, 1896. Re-en. November 29, 1896; Corp. January 11, 1887; 2d Lieut. December 20, 1897.
<p>COMPANY F.—NORWALK.</p> <p><i>Captain.</i> William I. Comstock, Norwalk; May 16, 1899.</p>	Norwalk.	28	Norwalk, Conn.	Private Co. F, 4th Regt. C. N. G., May 25, 1894; Corp. May 24, 1895; Q-M. Sergt. February 4, 1896; 2d Lieut. August 13, 1896; Capt. May 16, 1899.
				<p>Mustered 2d Lieut. Co. L, 3d Regt. Conn. Vol. Inf. July 2, 1898.</p> <p>Mustered out March 20, 1899.</p>
<p><i>First Lieutenant.</i> William W. Bloom, Norwalk; July 28, 1896.</p>	Norwalk.	27	Norwalk, Conn.	Private Co. F, 4th Regt. C. N. G., June 26, 1890; Corp. February 16, 1892; Sergt. March 20, 1895; dis. June 26, 1895. Re-en. June 26, 1895; Sergt. July 5, 1895; 1st Lieut. July 28, 1896.
				<p>Mustered 1st Lieut. Co. L, 3d Regt. Conn. Vol. Inf., July 2, 1898.</p> <p>Mustered out March 20, 1899.</p>

CONNECTICUT NATIONAL GUARD, FOURTH REGIMENT (INFANTRY).—CONTINUED.

ORGANIZATION, NAME, RESIDENCE, RANK, AND DATE OF RANK.	P. O. ADDRESS.	AGE.	BIRTHPLACE.	SERVICE.	In U. S. Army or Navy.
<i>Second Lieutenant.</i> Howard N. Godfrey, Norwalk; August 23; 1899.	Norwalk.	28	Bridgeport, Conn.	Private Co. F, 4th Regt. C. N. G., February 24, 1890; Corp. April 7, 1892; Sergt. July 18, 1894; dis. February 24, 1895. Re-en. February 24, 1895; Sergt. 1st Sergt. May 24, 1895; dis. February 24 1897. Re-en. March 8, 1897; 1st Sergt. Dropped May 4, 1898. Private Co. K, 4th Regt. C. N. G., May 4, 1898; dis. February 15, 1899. Taken up Co. F, 4th Regt. June 6, 1899; Sergt. July 13, 1899; 2d Lieut. August 23, 1899.	Mustered Private Battery B, 1st Regt. Vol. Artillery May 19, 1898; Sergt. July 3, 1898; mustered out December 20, 1898.
COMPANY G.—DANBURY. <i>Captain.</i> Vincent M. King, Danbury; December 15, 1896.	Danbury.	40	London, England.	Private Co. G, 4th Regt. C. N. G., February 7, 1893; Sergt. May 8, 1893; 2d Lieut. November 2, 1894; Captain December 15, 1896.	Mustered Capt. Co. M, 1st Regt. Conn. Vol. Inf., July 14, 1898. Mustered out October 31, 1898.

First Lieutenant.

Charles Lord,
Danbury; December 15, 1896.

Danbury.

29 Thompson-
ville, Conn.

Private Co. G, 4th Regt. C. N. G. De-
cember 3, 1891; Corp. May 17, 1893;
Sergt. December 8, 1894; dis. De-
cember 3, 1896. Re-en. December 3,
1896; 1st Lieut. December 15, 1896.
Mustered 1st Lieut.
Co. M, 1st Regt.,
Conn. Vol. Inf.,
July 14, 1898.
Mustered out Octo-
ber 31, 1898.

Second Lieutenant.

Cyrus E. Ryder,
Danbury; February 15, 1898.

Danbury.

25 Patterson,
N. Y.

Private Co. G, 4th Regt. C. N. G., No-
vember 15, 1892; Corp. December 8,
1894; 1st Sergt. December 20, 1895; 2d
Lieut. February 15, 1898.
Mustered 2d Lieut.
Co. M, 1st Regt.
Conn. Vol. Inf.,
July 14, 1898.
Mustered out Octo-
ber 31, 1898.

COMPANY I.—WEST WINSTED.

Captain.

George M. Crossman,
Winsted; March 13, 1896.

West
Winsted.

41 Sutton,
Mass.

Private Co. I, 4th Regt. C. N. G., May
6, 1889; Corp. December 15, 1889;
Sergt. November 2, 1891; 1st Sergt.
July 12, 1892; 2d Lieut. December 26,
1892; res. May 9, 1893. Private Sep-
tember 16, 1893; Corp. November 1,
1893; 2d Lieut. January 23, 1895; Cap-
tain March 13, 1896.
Mustered Capt. Co.
M, 3d Regt. Conn.
Vol. Inf., July 2,
1898. Honorably
discharged Sep-
tember 7, 1898.

CONNECTICUT NATIONAL GUARD, FOURTH REGIMENT (INFANTRY).—CONTINUED.

ORGANIZATION, NAME, RESIDENCE, RANK AND DATE OF RANK.	P. O. ADDRESS.	AGE.	BIRTHPLACE.	SERVICE.	
				In National Guard or Militia of this or any other State.	In U. S. Army or Navy.
<i>First Lieutenant.</i> George W. Lee, Winsted; July 6, 1899.	Winsted.	24	New Haven, Conn.	Appointed 2d Lieut Co. I, 4th Regt. C. N. G., June 10, 1899; 1st Lieut. July 6, 1899.	Private 1st Regt. U. S. V. Engineers, June 23, 1898; Corp. June 27, 1898; Sergt. November 16, 1898. Mustered out Jan- uary 25, 1899. Engaged in Porto Rican Invasion, Spanish-American War.
<i>Second Lieutenant.</i> Joseph L. Carroll, Winsted; July 6, 1899.	Winsted.	27	Winchester, Conn.	Private Co. I, 4th Regt. C. N. G., March 27, 1893; Corp. April 1, 1895; Sergt. July 16, 1896; dis. June 22, 1898. Appointed 2d Lieut. July 6, 1899.	
COMPANY K.—BRIDGEPORT. <i>Captain.</i> Stephen P. Cronan, Bridgeport; July 25, 1899.	Bridgeport.	28	Naugatuck, Conn.	Private Co. B, 4th Regt. C. N. G., No- vember 18, 1890; trans. to Co. G; 2d Regt. November 30, 1891; dis. Octo- ber 31, 1894. Re-en. Co. B, 4th Regt. September 28, 1895; Corp. July 15 1896; 1st Lieut. and Batt'n-Adj't. 4th Regt. C. N. G., February 9, 1897. Capt. Co. K, 4th Regt. C. N. G., July 25, 1899.	

First Lieutenant.
John P. Flanagan,
Bridgeport; July 18, 1899.

Second Lieutenant.
Louis J. Herrmann,
Bridgeport, July 18, 1899.

BRIGADE SIGNAL CORPS.

FIRST SECTION.—HARTFORD.

First Lieutenant.
Thomas C. B. Snell,
Hartford; June 22, 1899.

Bridgeport. 26 Hamilton, Ontario,
Private Co. B, 4th Regt. C. N. G., Jan-
uary 9, 1894; dis. June 29, 1895. Re-
en. August 10, 1895; Corp. July 19,
1897; dis. May 3, 1898.
Private Co. K, 4th Regt. C. N. G. May
3, 1898; dis. February 15, 1899. Re-
en. June 1, 1899; 1st Lieut. July 18,
1899.

Bridgeport. 22 Bridgeport, Conn.
Private Co. K, 4th Regt. C. N. G., June
29, 1897; Sergt. May 22, 1899; 1st
Sergt. May 23, 1899; 2d Lieut. July
18, 1899.
Mustered out Decem-
ber 20, 1898.

Hartford, 28 New Haven, Conn.
Private 1st Sec. B. S. C. September 25,
1896; 1st Lieut. Comd'g 1st Sec. Bri-
gade Signal Corp, C. N. G., June 22,
1899.

CONNECTICUT NATIONAL GUARD, BRIGADE SIGNAL CORPS.—CONTINUED.

ORGANIZATION, NAME, RESIDENCE, RANK, AND DATE OF RANK.	P. O. ADDRESS.	AGE.	BIRTHPLACE.	SERVICE.	In U. S. Army or Navy.
SECOND SECTION.—NEW HAVEN.					
<i>First Lieutenant.</i> Earl H. Hotchkiss, New Haven; June 12, 1899.	New Haven.	25	Westville, Conn.	Private Co. I, 1st Infantry Vermont National Guard, February 16, 1893; Corp. February 28, 1895; dis. Feb- ruary 17, 1896. Private Co. D, 2d Regt. C. N. G., July 16, 1896; Corp. July 6, 1897; 2d Lieut. January 6, 1898; 1st Lieut. November 17, 1898. 1st Lieut. comd'g 2d Sec. Brigade Sig- nal Corp, C. N. G., June 12, 1899.	
THIRD SECTION.—NEW LONDON.					
<i>First Lieutenant.</i> Samuel A. Gager, New London; March 23, 1899.	New Lon- don.	28	Bozrah, Conn.	Private 3d Sec. B. S. C., March 18, 1896; 1st Lieut. Comd'g 3d Sec. Brigade Signal Corp. C. N. G., March 23, 1899.	Private 2d Co. U. S. V. Signal Corp.; June 13, 1898; Sergt. June 20, 1898. Honorable dis. April 8, 1898.

FOURTH SECTION.—BRIDGEPORT.

First Lieutenant.

William Lounsbury,
Bridgeport; May 31, 1899.

Bridgeport.

26 Bridgeport,
Conn.

Private 4th Sec. B. S. C., March 25, 1895; dis. June 1, 1898. Re-en. May 13, 1899; Sergt. May 29, 1899.
1st Lieut. Comd'g 4th Sec. Brigade Signal Corp. C. N. G., May 31, 1899.

Private 2d Co. U. S. V. Signal Corp., June 13, 1898; Sergt. June 20, 1898.
Honorable dis. September 21, 1898.

MACHINE-GUN BATTERY.

Captain.

William H. Sears,
New Haven; July 8, 1896.

New Haven.

42 New Haven,
Conn.

Private Co. F, 2d Regt. C. N. G., November 15, 1875; Corp. June 2, 1879; dis. January 12, 1881.
2d Lieut. comd'g 2d M. G. Platoon; 2d Regt. C. N. G., July 21, 1886, (changed to 2d Sec. M. G. Battery, June 2, 1893)
1st Lieut. comd'g 2d Sec. M. G. Battery, June 2, 1893; Captain July 8, 1896.

FIRST SECTION.—HARTFORD.

First Lieutenant.

Frank A. Keen,
Hartford; December 1, 1898.

Hartford.

29 Sterling,
Conn.

Private 1st Sec. M.-G. B, June 30, 1892; Corp. September 20, 1893; Sergt.; February 13, 1896. Re-en. June 30, 1897; Sergt. July 26, 1897.
1st Lieut. comd'g 1st Sec. M.-G. Battery, C. N. G., December 1, 1898.

CONNECTICUT NATIONAL GUARD, MACHINE-GUN BATTERY.—CONTINUED.

ORGANIZATION, NAME, RESIDENCE, RANK, AND DATE OF RANK.	P. O. ADDRESS.	AGE.	BIRTHPLACE.	SERVICE.	
SECOND SECTION.—NEW HAVEN. <i>First Lieutenant.</i> Robert G. Morley, New Haven; July 31, 1896.	New Haven.	39	North Haven, Conn.	Private 2d M. G. Platoon 2d Regt. C. N. G., November 18, 1887; Corp., July 1, 1890; Sergt. July 31, 1891; dis. November 18, 1892. Re-en. November 18, 1892; Sergt. (changed to 2d Sec. M.-G. Battery June 2, 1893); dis. November 18, 1894. Re-en. 2d Sec. M.-G. Battery November 18, 1894; Sergt.; 1st Lieut. comdg 2d Sec. M.-G. Battery, July 31, 1896.	In U. S. Army or Navy.
THIRD SECTION.—NEW LONDON. <i>First Lieutenant.</i> James D. Gaffney, New London, Nov. 17, 1896.	New London.	28	New Lon- don, Conn.	Private Co. A, 3d Regt. C. N. G., January 9, 1889; dis. January 9, 1894. Private 3d Sec. M.-G. B. February 1, 1894; Corp. May 1, 1894; Sergt. July 1, 1895; dis. February 1, 1896. Re-en. February 6, 1896; Sergt.; 1st Lieut. comd'g 3d Sec. M.-G. B, November 17, 1896.	

FOURTH SECTION.—BRIDGEPORT.

First Lieutenant.

Thomas H. Cone,
Bridgeport; July 14, 1899.

Bridgeport.

26

Providence,
R. I.

Private 4th Sec. M.-G. Battery, April 24, 1896; Corp. September 8, 1898; Sergt. May 15, 1899; dis. June 25, 1899. Re-en June 25, 1899; 1st Lieut. comd'g 4th Sec. M.-G. Battery, July 14, 1899.

NAVAL BATTALION.

Commander.

Edward V. Raynolds,
New Haven; Nov. 3, 1898.

New Haven.

40

Chicago, Ill.

Private Co. F, 2d Regt. C. N. G., May 26, 1890; 1st Lieut. May 26, 1890; res. September 28, 1891.
Private Co. F, 2d Regt., C. N. G., September 27, 1893.
Lieut. 1st Div. Naval Militia, C. N. G., November 27, 1893.
Commander March 30, 1896; resigned December 23, 1896. Lieutenant July 1, 1897. Commander November 3, 1898.

Commissioned Lieutenant U. S. Navy June 22, 1898. Commanding U. S. Monitor "Mantattan," July 20 to September 2, 1898. Hon. discharged September 8, 1898.

Lieutenant-Commander.

Arthur H. Day,
New Haven; Feb. 24, 1897

New Haven.

30

New Haven,
Conn.

Commissioned Lieutenant U. S. Navy, June 27, 1898. Hon. discharged September 8, 1898.

CONNECTICUT NATIONAL GUARD, NAVAL BATTALION.—CONTINUED.

ORGANIZATION, NAME, RESIDENCE, RANK, AND DATE OF RANK	P. O. ADDRESS.	AGE.	BIRTHPLACE.	SERVICE.	
				In National Guard or Militia of this or any other State.	In U. S. Army or Navy.
<i>Lieutenant.</i> Herman F. Cuntz, Hartford; March 31, 1899.	Hartford.	27	Hoboken, N. J.	Seaman 2d Div. Naval Battalion, C. N. G., April 26, 1896; G.-M. 3d Cl., July 9, 1896; G.-M. 1st Cl. February 18, 1897; Lieut. (Junior Grade) February 2, 1898. Lieutenant Naval Battalion March 31, 1899.	Commissioned Ensign U. S. Navy June 22, 1898; ordered to U. S. S. "Sylvia," stationed off Havana on blockade duty; detached September 16, 1898. Hon. discharged September 23, 1898.
<i>Adjutant—Lieutenant.</i> (<i>Junior Grade</i>). Samuel F. Punderson, New Haven; January 14, 1897.	New Haven.	35	New Haven, Conn.	Private Co. F, 2d Regt. C. N. G., January 13, 1886; Corp. July 15, 1889; dis. January 13, 1891. Seaman 1st Div. Naval Militia, C. N. G., November 15, 1893; G. M. 1st Class, June 15, 1894; dis. November 15, 1895. Re-en. November 15, 1895; Lieut. (Junior Grade) and Ord. Officer, April 18, 1896; Adjutant January 14, 1897.	
<i>Surgeon—Lieutenant.</i> Levi Bennett Cochran, Hartford; July 22, 1899.	Hartford.	32	Durhamville N. Y.	Seaman 2d Division Naval Battalion, April 29, 1896; Ensign and Asst. Surgeon December 16, 1896. Lieutenant and Surgeon, July 22, 1899.	

Assistant Surgeon.—*Ensign*.
David M. Trecartin,
Bridgeport; July 22, 1899.

Paymaster.—*Lieutenant*.
(*Junior Grade*).
Frederick L. Averill,
New Haven; July 28, 1897.

FIRST DIVISION.—NEW HAVEN.

Lieutenant.
Robert E. L. Hutchinson,
New Haven; Nov. 28, 1898.

Bridgeport.	32	Middle Simad, New Brunswick,	Seaman 1st Div. Naval Militia, C. N. G., June 30, 1894; Ensign April 16, 1896; Lieutenant (Junior Grade) and Pay- master July 28, 1897.	Commissioned En- sign and Asst. Pay- master, U. S. Navy, July 15, 1898; or- dered to U. S. S. "Minnesota;" De- tached, ordered to U. S. S. "Manhat- tan," July 27, 1898; Detached, ordered home to settle ac- counts September 3, 1898.
New Haven.	34	Branford, Conn.	Seaman 1st Division Naval Militia, No- vember 15, 1893; Q.-M. 2d Cl. Octo- ber 18, 1895; B. M. 1st Cl., May 25, 1896; dis. November 15, 1896. Re.en. November 19, 1896; B.-M. 1st Cl. No- vember 19, 1896; Ensign, August 12, 1897; Lieutenant November 28, 1898.	Commissioned Lieu- tenant (Junior Grade) U. S. Navy, June 22, 1898. Hon. discharged, October 12, 1898.
New Haven.	30	New Haven, Conn.		

CONNECTICUT NATIONAL GUARD, NAVAL BATTALION.—CONTINUED.

ORGANIZATION, NAME, RESIDENCE, RANK, AND DATE OF RANK.	P. O. Address.	Age.	BIRTHPLACE.	SERVICE.	
				In National Guard or Militia of this or any other State.	In U. S. Army or Navy.
<i>Lieutenant (Junior Grade).</i> Frank S. Cornwell, New Haven; April 16, 1896.	New Haven.	29	New Britain, Conn.	Seaman 1st Division Naval Militia, C. N. G., November 15, 1893; Boat- swain's Mate, 2d Cl., July 16, 1894; Ensign December 27, 1894; Lieut. (Junior Grade) April 16, 1896.	Commissioned Lieu- tenant (Junior Grade) U. S. Navy, June 28, 1898. Hon. dis. Oct. 8, 1898.
<i>Ensign.</i> Charles H. Hutchinson, New Haven; Nov. 28, 1898.	New Haven.	31	New Haven, Conn.	Seaman 1st Division Naval Militia, No- vember 15, 1893; Boatswain's Mate, 1st Cl., July 16, 1894; Master of Arms, April 23, 1896; dis. November 15, 1896. Re-en. November 15, 1896; Master at Arms; Ensign November 28, 1898.	Seaman U. S. Navy, June 15, 1898; Act. Chief Master at Arms, U. S. S. "Minnesota," July 20, 1898. Hon. dis- charged August 25, 1898.
<i>Ensign.</i> Andrew A. Russell, New Haven; April 7, 1899.	New Haven.	35	Elmira, N. Y.	Seaman 1st Division Naval Battalion, C. N. G., May 3, 1894; G.-M. 3d Cl., November 19, 1896; dis. May 3, 1897. Re-en. May 3, 1897; G.-M., 3d Cl. May 12, 1897; G.-M., 1st Cl., September 7, 1897; Ensign April 7, 1899.	

SECOND DIVISION.—HARTFORD.

Lieutenant.

Lyman Root,

Hartford; May 3, 1899.

Hartford.

31 Westfield,
Mass.

Seaman 2d Division Naval Battalion,
C. N. G., April 29, 1896; G.-M. 2d
Cl. January 27, 1897; Ensign, Feb-
ruary 2, 1898.
Lieutenant May 3, 1899.

Com'missioned Ensign
U. S. Navy, June
22, 1898; ordered
to U. S. S. "Elfri-
da," June 24, 1898;
detached July 18,
1898, ordered to U.
S. S. "Rainbow,"
at Norfolk Va. De-
tached July 25,
1898, ordered to U.
S. S. "Elfrida."
Hon. discharged,
September 13, 1898.

Lieutenant (Junior Grade).

Forrest Shepherd,

Hartford; May 3, 1899.

Hartford.

30 Canton,
Conn.

Seaman 2d Division Naval Battalion C.
N. G., April 2, 1898; Ensign January
31, 1899; Lieut. (Junior Grade) May
3, 1899.

Seaman U. S. Navy,
June 15, 1898; or-
dered to U. S. S.
"Minnesota," and
U. S. S. "Wyan-
dotte."
Hon. discharged
August 20, 1898.

CONNECTICUT NATIONAL GUARD, NAVAL BATTALION.—CONTINUED.

ORGANIZATION, NAME, RESIDENCE, RANK, AND DATE OF RANK.	P. O. ADDRESS.	AGE.	BIRTHPLACE.	In National Guard or Militia of this or any other State.	In U. S. Army or Navy.
<i>Ensign.</i> Fred E. Bosworth, Hartford; May 3, 1899.	Hartford.	24	Hartford, Conn.	Seaman 2d Division Naval Battalion, C. N. G., May 12, 1896; Q.-M., 2d Cl., May 10, 1898; Ensign, May 3, 1899.	Seaman U. S. Navy, June 15, 1898; or- dered to U. S. S. "Minnesota." Hon. discharged September 9, 1898.
<i>Ensign.</i> James Ward McManus, Hartford; May 3, 1899.	Hartford.	24	Hartford, Conn.	Seaman 2d Division Naval Battalion, C. N. G., May 20, 1896; Ensign May 3, 1899.	Seaman U. S. Navy, June 15, 1898; or- dered to U. S. S. "Minnesota." Hon. discharged August 25, 1898.
THIRD DIVISION.—BRIDGEPORT. <i>Lieutenant.</i> Nathaniel W. Bishop, Bridgeport; July 10, 1899.	Bridgeport.	34	Bridgeport, Conn.	Lieutenant (Junior Grade) and Pay- master April 18, 1896; Lieut. (Junior Grade) and O. O., July 28, 1897. Hon. discharged June 20, 1899; Lieut. July 10, 1899.	Commissioned Lieu- tenant (Junior Grade), U. S. Navy June 22, 1898; served on board U. S. S. "Enquirer," and U. S. S. "Rest- less." Hon. discharged September 8, 1898.

Lieutenant (Junior Grade).
Charles A. Smith,
Bridgeport; Sept. 15, 1899.

Ensign.
Frederic A. Bartlett,
Bridgeport; July 10, 1899.

Ensign.
Alfred Bishop Beers, Jr.,
Bridgeport, Sept. 15, 1899.

ENGINEER DIVISION—NEW
HAVEN.

Chief—Lieutenant.
(Vacancy).

Assistant—Ensign.
Frederic C. Spencer,
New Haven; Nov. 9, 1897.

Bridgeport.	42	Bridgeport, Conn.	Seaman 3d Division Naval Battalion, July 10, 1899; Ensign, July 10, 1899. Lieutenant (Junior Grade), September 15, 1899.
Bridgeport.	32	Bridgeport, Conn.	Seaman 3d Division Naval Battalion, July 10, 1899; Ensign July 10, 1899.
Bridgeport.	27	Bridgeport, Conn.	Landsman 3d Division, Naval Battalion, July 18, 1899; Cox. August 9, 1899; Ensign September 15, 1899.
New Haven.	30	Saybrook, Conn.	Seaman Eng. Division, Naval Battal- ion C. N. G., February 13, 1896; Water tender, May 1, 1896; Machin- ist, May 27, 1897; Ensign, November 9, 1897. Commissioned As- sistant Engineer and Ensign U. S. Navy, June 22, 1898. Hon. discharged, August 26, 1898.

ROLL OF RETIRED OFFICERS.

Name and Grade.	RETIRED.		Residence.	Official Record.
	From which Organization.	Date of Rank.		
<i>Brigadier-Generals.</i> Thomas McManus,	Staff of Comd.-in-Chief.	January 3, 1883.	Hartford.	Appointed Major Judge-Advocate, 1st Reg. 1 District, July 17, 1872; res. August 31, 1887; Q. M.-Gen. January 3, 1883; dis. January 8, 1885.
Evelyn L. Bissell,	Staff of Comd.-in-Chief.	January 3, 1883.	New Haven.	Major and Surgeon, 2d Regt., C. N. G., July 9, 1868; dis. August 5, 1871. Major and Surgeon, 2d Regt., C. N. G., August 9, 1871; res. July 17, 1872. Major and Surgeon, 2d Regt., C. N. G., February 28, 1876. Surgeon-Gen., State of Conn., January 3, 1883; dis. January 8, 1885. Major and Surgeon, 2d Regt., C. N. G., April 2, 1885; dis. July 23, 1889.
Arthur L. Goodrich,	Staff of Comd.-in-Chief.	January 8, 1885.	Hartford.	Appointed Capt. and Adjt. 1st Regt., C. N. G., November 21, 1876; res. June 4, 1878. Major 1st Regt., C. N. G., June 26, 1878; res. December 2, 1882. Major 1st Regt., C. N. G., December 11, 1882; Lt.-Col. November 20, 1884. Q. M.-Gen. State of Conn., January 8, 1885; dis. January 6, 1887.

Charles P. Graham,	Staff of Comd.-in-Chief.	January	9, 1895.	Middletown.	Appointed 1st Lieut. Co. H, 2d Regt., C. N. G., August 22, 1872; Captain April 21, 1873; Major 2d Regt. C. N. G., September 3, 1875; Colonel July 15, 1878. Brig.-General comd'g Brigade, C. N. G., January 28, 1885; hon. dis. July 2, 1891. Adjutant-Gen. State of Conn., Jan. 9, 1895; dis. January 6, 1897.
James H. Jarman,	Staff of Comd.-in-Chief.	January	9, 1895.	Hartford,	Appointed 2d Lieut. Co. K, 1st Regt., C. N. G., February 19, 1883; 1st Lieut. April 29, 1886. Major and Brigade I. R. P., C. N. G., July 13, 1888; res. May 12, 1890. Paymaster-General State of Conn., January 9, 1895; dis. January 6, 1897.
Wallace T. Fenn,	Staff of Comd.-in-Chief.	January	10, 1889.	Wethersfield.	Appointed 1st Lieut. and Paymaster 1st Regt., C. N. G., April 22, 1886; res. January 10, 1889, to accept appointment on Staff of Gov. Bulkley. Paymaster-Gen. State of Conn., January 10, 1889; dis. January 4, 1893.
Edward E. Bradley,	Staff of Comd.-in-Chief.	January	4, 1893.	New Haven.	Appointed Capt. Co. F, 2d Regt., C. N. G., October 6, 1865; Lt.-Col. 2d Regt. June 4, 1868. Colonel 2d Regt., C. N. G., August 16, 1869; dis. August 5, 1871. Paymaster-Gen. State of Conn., January 3, 1877; dis. January 10, 1879. Adjutant-Gen. State of Conn., January 4, 1893; dis. January 9, 1895.

ADJUTANT-GENERAL'S REPORT.

ROLL OF RETIRED OFFICERS.—CONTINUED.

Name and Grade.	RETIRED.			Residence.	Official Record.
	From which Organization	Date of Rank.			
<i>Brigadier-Generals.</i> Thomas L. Watson,	Brigade, C. N. G.	March 1, 1890.	Bridgeport.		Appointed 1st Lieut. and Paymaster 4th Regt., C. N. G., May 28, 1877. Capt. and A.-D.-C. Brigade Staff, July 6, 1878; Major and Brig. Q.-M. January 30, 1879. Colonel 4th Regt., C. N. G., April 23, 1884. Brig. Gen. comd'g Brigade, C. N. G., March 1, 1890; dis. May 28, 1892.
<i>Colonels.</i> Wilbur F. Coe,	Staff of Comd.-in-Chief.	January 10, 1879.	Winsted.		Appointed 2d Lieut. Co. I, 4th Regt., C. N. G., February 17, 1872; 1st Lieut. May 7, 1877; dis. January 9, 1879. Appointed Colonel and A.-D.-C. Staff of Commander-in-Chief, January 10, 1879; dis. January 5, 1881. Appointed 1st Lieut. and Quartermaster, 4th Regt., C. N. G., May 10, 1890.

Charles B. Erichson,	First Regiment.	April 15, 1890.	New Britain.	Appointed 2d Lieut. Battery E, (New Britain), C. N. G., August 18, 1868; 1st Lieut. February 9, 1869; Captain January 3, 1871; dis. August 1, 1871. Appointed Capt. Co. E, 1st Regt., C. N. G., March 25, 1872; res. September 27, 1883. Appointed Capt. Co. D, 1st Regt., January 10, 1890; Colonel 1st Regt., C. N. G., April 15, 1890; dis. January 9, 1892.
Heman A. Tyler,	First Regiment.	December 29, 1876.	Hartford,	Appointed 1st Lieut. and Adjt., 1st Regt., C. N. G., November 8, 1871; Major February 14, 1872; Lieut.-Col. March 12, 1874; Colonel 1st Regt., C. N. G., December 29, 1876; dis. June 14, 1878.
William E. Cone,	First Regiment.	November 20, 1884.	Hartford.	Appointed 1st Lieut. and Quartermaster, 1st Regt., C. N. G., April 15, 1872; Major, March 12, 1874; res. January 30, 1875. Major 1st Regt., C. N. G., December 29, 1876; Lieut.-Col., June 26, 1878; Colonel November 20, 1884; dis. January 22, 1890.

ROLL OF RETIRED OFFICERS.—CONTINUED.

Name and Grade.	RETIRED.		Residence.	Official Record.
	From which Organization.	Date of Rank.		
<i>Colonels.</i> John B. Doherty, .	Second Regiment.	July 1, 1899.	Waterbury.	Appointed 2d Lieut. Co. A, 2d Regt., C. N. G., May 20, 1880; 1st Lieut., June 2, 1882; Capt. August 1, 1883; Major 2d Regt., February 16, 1885; Lieut.-Col., January 24, 1887; Colonel 2d Regt., C. N. G., July 1, 1889; dis. July 3, 1895.
Walter J. Leavenworth.	Second Regiment.	February 16, 1885.	Wallingford.	Appointed 2d Lieut. Co. K, 2d Regt. C. N. G., December 14, 1871; 1st Lieut., August 23, 1873; Capt. January 29, 1874; res. January 17, 1877; Capt. Co. K, 2d Regt., C. N. G., November 11, 1880; res. June 16, 1882; Lieut.-Col. 2d Regt., C. N. G., July 16, 1882; Colonel February 16, 1885; dis. June 22, 1889.

James B. Houston,	Staff of Comd.-in-Chief.	January 6, 1897.	Enfield.	Appointed 1st Lieut. and Paymaster 1st Regt. C. N. G., March 27, 1885. Capt. and I. R. P. April 22, 1886; hon. dis. January 22, 1890. Major and Brigade Inspector C. N. G., November 24, 1893. Lieut.-Colonel and A. A.-G. of Brigade, January 21, 1895. Colonel and A.-D.-C., State of Conn., January 6, 1897; retired January 4, 1899.
<i>Lieut.-Colonels.</i> Jabez L. Woodbridge,	Staff of Comd.-in-Chief.	January 3, 1883.	Wethersfield.	Appointed Capt. and I. T. P., 1st Regt. C. N. G., January 19, 1877. Lieut.-Colonel and Asst. Q.-Master-Gen., State of Conn., January 3, 1883; dis. January 8, 1885. Capt. and I. R. P., 1st Regt., C. N. G., January 14, 1885; dis. April 22, 1886.
Joseph T. Elliott,	Brigade Staff.	February 13, 1885.	Middletown.	Appointed 2d Lieut. Co. H, 2d Regt., C. N. G., March 23, 1880. Capt. and Adjt. 2d Regt., March 21, 1881. Lieut.-Col. and A. A.-Gen. Brigade, C. N. G., February 13, 1885; res. March 7, 1890. Second Lieut. Co. H, 2d Regt., C. N. G., August 7, 1890; res. January 1, 1892. First Lieut. and Quartermaster, 2d Regt., January 2, 1894; dis. December 7, 1895.

ROLL OF RETIRED OFFICERS.—CONTINUED.

Name and Grade.	RETIRED.		Residence.	Official Record.
	From which Organization.	Date of Rank.		
<i>Lieut.-Colonels.</i> C. Purdy Lindsley,	Brigade Staff.	February 13, 1885.	New Haven.	Appointed Major and Surgeon, 2d Regt., C. N. G., February 21, 1883. Lieut.-Col. and Medical Director, C. N. G., February 13, 1885; dis. May 12, 1890.
George L. Porter,	Brigade Staff.	May 12, 1890.	Bridgeport.	Appointed Major and Surgeon, 4th Regt., C. N. G., March 8, 1887; Lieut.-Col. and Medical Director, C. N. G., May 12, 1890; res. June 3, 1892.
Leonard B. Almy,	Brigade Staff.	June 6, 1892.	Norwich.	Appointed Major and Surgeon, 3d Regt., C. N. G., July 22, 1886. Lieut.-Col. and Medical Director, C. N. G., June 6, 1892; retired January 7, 1897.
Charles E. Thompson,	First Regiment.	January 22, 1885.	Hartford.	Appointed 1st Lieut. Co. K, 1st Regt., February 10, 1879; Capt. Co. F, 1st Regt. C. N. G., January 31, 1883; Lieut.-Col. 1st Regt., C. N. G., January 22, 1885; dis. January 22, 1890.

Alfred L. Thompson,	First Regiment.	April	15, 1890, New Britain.	Appointed 2d Lieut. Co. E, 1st Regt., C. N. G., June 22, 1883; Capt. October 3, 1883; Lieut.-Col. 1st Regt., C. N. G., April 15, 1890; res. March 9, 1898.
Frank T. Lee,	Second Régiment.	July	1, 1889, New Haven.	Appointed 2d Lieut. Co. F, 2d Regt., C. N. G., March 3, 1882; 1st Lieut., March 12, 1883; Capt. May 6, 1885; Major 2d Regt., C. N. G., January 24, 1887; Lieut.-Col., July 1, 1889; dis. April 27, 1892. Capt. Co. F, 2d Regt., C. N. G., April 19, 1893; dis. May 4, 1893.
William H. Bentley,	Third Regiment.	March	20, 1882, New London.	Appointed 1st Lieut. Co. D, 3d Regt., C. N. G., October 17, 1871; Capt. May 12, 1873; Major 3d Regt., July 14, 1881; Lieut.-Col. March 20, 1882; dis. June 30, 1886.
George M. Cole,	Third Regiment.	August	25, 1893, New London.	Appointed 1st Lieut. and Paymaster 3d Regt., C. N. G., January 7, 1887; Capt. Co. I, 3d Regt. C. N. G., May 8, 1888; res. January 20, 1891. Capt. and Adjt. 3d Regt., August 15, 1891, Lieut.-Col. and A. A.-G. Brigade, C. N. G., May 30, 1892; Lieut.-Col. 3d Regt., C. N. G., August 25, 1893; retired June 21, 1898.

ADJUTANT-GENERAL'S REPORT.

ROLL OF RETIRED OFFICERS.—CONTINUED.

Name and Grade.	RETIRED.			Residence.	Official Record.
	From which Organization.	Date of Rank.			
<i>Lieut.-Colonel.</i> James C. Crowe, .	Fourth Regiment.	March 22, 1890.		So. Norwalk.	Appointed 2d Lieut. Co. D, 8th Regt., C. M., April 24, 1865; First Lieut., May 21, 1866, (changed to Co. D, 4th Regt., C. N. G., August 1, 1871); Capt. July 19, 1871; Major 4th Regt. August 18, 1880; Lieut.-Col. March 22, 1890; retired January 6, 1897.
<i>Majors.</i> Frederick A. Spencer, .	Brigade Staff.	May 12, 1882.		Waterbury.	Appointed 1st Lieut. and Paymaster 2d Regt., C. N. G., February 28, 1876. Capt. Co. A, 2d Regt. February 19, 1877. Major and Brig. I. R. P., May 8, 1882; dis. February 14, 1885.
Walter M. Wellman, .	Brigade Staff.	October 3, 1885.		New Haven.	Appointed 1st Lieut. and Paymaster 2d Regt., C. N. G., August 20, 1883. Major and Brig. Coms'y February 13, 1885; dis. May 12, 1890.

William F. Bidwell,	Brigade Staff.	June	6, 1892.	Killingly.	Appointed 1st Lieut. Co. C, 3d Regt., C. N. G., May 28, 1878; Capt. December 30, 1880; res. November 14, 1881. Capt. Co. C, 3d Regt., C. N. G., November 21, 1881; Major July 12, 1886. Major and Brigade Quartermaster, C. N. G., June 6, 1892; retired January 7, 1897.
T. Attwater Barnes,	Brigade Staff.	April	26, 1873.	New Haven.	Appointed 2d Lieut. Co. F, 2d Regt., C. N. G., April 14, 1871; 1st Lieut., August 5, 1872. Major and Brig. Inspector, C. N. G., April 26, 1873; dis. October 30, 1877.
William W. Starr,	Brigade Staff.	June	6, 1892.	Bridgeport.	Appointed 1st Lieut. and Sig. Officer, 4th Regt., C. N. G., March 4, 1885; dis. August 1, 1889. Major, Engineer, and Sig. Officer Brigade, C. N. G., June 6, 1892; dis. April 14, 1893.
Howard G. Hubbell,	Brigade Staff.	May	12, 1890.	Bridgeport.	Appointed 1st Lieut. and Q. M., 4th Regt., C. N. G., May 16, 1884. Major and Brigade Q. M., May 12, 1890; dis. May 31, 1892.
Samuel C. Kingman,	Brigade Staff.	May	12, 1890.	Washington.	Appointed 1st Lieut. Battery B, (Bridgeport) C. M., September 6, 1865; res. March 16, 1866. Capt. and I. R. P., 4th Regt., C. N. G., July 31, 1876; Major and Brig. I. R. P., May 12, 1890; dis. July 24, 1890.

ROLL OF RETIRED OFFICERS.—CONTINUED.

Name and Grade.	RETIRED.		Residence.	Official Record.
	From which Organization.	Date of Rank.		
<i>Majors.</i> William H. Holly,	Brigade Staff.	January 9, 1897.	Stamford.	Appointed Capt. and I. R. P., 4th Regt. C. N. G., July 19, 1892; Major and Brigade Inspector of Small Arms Practice and O. O., C. N. G., January 9, 1897; retired January 26, 1898.
Phineas H. Ingalls,	Brigade Staff.	May 12, 1890.	Hartford.	Appointed 1st Lieut. and Asst. Surgeon, 1st Regt., C. N. G., August 17, 1883; Capt. and Adjutant, December 23, 1884; dis. January 22, 1890. Major and Brigade Inspector, C. N. G., May 12, 1890; res. June 3, 1892.
William Westphal,	First Regiment.	November 20, 1884	Hartford,	Appointed Capt. Co. A, 1st Regt., C. N. G., January 31, 1872; dis. July 12, 1873; Capt. March 15, 1877; Major 1st Regt., C. N. G., November 20, 1884; dis. April 1, 1886.
Thomas M. Smith,	First Regiment.	April 8, 1886.	Hartford.	Appointed Capt. Co. K, 1st Regt., C. N. G., January 10, 1879. Major 1st Regt., C. N. G., April 8, 1886; dis. January 22, 1890.

ADJUTANT-GENERAL'S REPORT.

81

Charles R. Bannon,	Second Regiment.	August	15, 1881.	Waterbury.	Appointed Capt. Co. G, 2d Regt., C. N. G., September 25, 1871. Major 2d Regt., C. N. G., August 15, 1881; dis. November 14, 1884. Capt. Co. G, 2d Regt., November 21, 1884; dis. June 12, 1886.
John M. Benedict,	Second Reg't (Staff).	July	23, 1889.	Waterbury.	Appointed 1st Lieut. and Asst. Surgeon 2d Regt., C. N. G., August 4, 1888; Major and Surgeon, July 23, 1889; retired July 3, 1895.
H. Lynde Harrison,	Judge Adv. 2d Reg. Dist.	June	18, 1872.	New Haven,	Appointed Major and Judge Advocate 2d Regt'l. Dist., June 18, 1872; dis. June 2, 1893.
Daniel Keleher,	Third Regiment.	May	15, 1896.	Stonington.	Appointed 2d Lieut. Co. B. 3d Regt., C. N. G., March 23, 1876; res. August 9, 1876. Second Lieut.-Co. B, 3d Regt., C. N. G., August 18, 1879; 1st Lieut., May 16, 1882; Capt. July 28, 1886; Major 3d Regt., C. N. G., May 15, 1896; retired June 24, 1898.
Julian La Pierre,	Third Regiment (Staff).	July	4, 1892.	Norwich.	Appointed 1st Lieut. and Asst. Surgeon, 3d Regt., C. N. G., July 24, 1890. Major and Surgeon, 3d Regt., July 4, 1892; retired May 5, 1899.
George W. Cornell,	Fourth Regiment.	March	22, 1890.	Bridgeport.	Appointed 2d Lieut. Co. B, 4th Regt. C. N. G., August 11, 1874; 1st Lieut. November 21, 1876; Capt. July 13, 1880; Major March 22, 1890; dis. March 28, 1892.

ROLL OF RETIRED OFFICERS.—CONTINUED.

Name and Grade.	RETIRED.		Residence.	Official Record.
	From which Organization.	Date of Rank.		
<i>Captains.</i> Charles H. Slocum,	First Regiment.	March 9, 1891.	Hartford.	Appointed 2d Lieut. Co. K, 1st Regt., C. N. G., July 28, 1888; 1st Lieut. June 24, 1889; Capt. March 9, 1891; retired March 1, 1895.
George A. Cornell,	First Regiment.	December 3, 1880.	Hartford.	Appointed 2d Lieut. Co. H, 1st Regt., C. N. G., February 1, 1878; 1st Lieut. June 10, 1879; Capt. Dec. 3, 1880; dis. December 12, 1883.
Joseph R. Andrews,	First Regiment.	December 1, 1892.	New Britain.	Appointed 2d Lieut. Co. I, 1st Regt., C. N. G., August 15, 1890; 1st Lieut. June 23, 1891; promoted Capt. Co. E, 1st Regt., C. N. G., December 1, 1892; retired March 10, 1896.
Ernest C. Colby,	First Regiment.	April 9, 1872.	Waterbury.	Appointed 1st Lieut. Co. C, 1st Regt., C. N. G., February 16, 1872; Capt. April 9, 1872; dis. Dec. 3, 1879.

William C. Cheney,	First Regiment (Staff).	February 15, 1892.	So. Manchester.	Appointed 1st Lieut. and Paymaster 1st Regt., C. N. G., May 20, 1890; Capt. and I. R. P., February 15, 1892; retired June 24, 1895.
Thomas F. Flanigan,	First Regiment.	January 15, 1892.	Hartford.	Appointed 2d Lieut. Co. B, 1st Regt., C. N. G., December 27, 1878; 1st Lieut. August 22, 1879; Capt. June 26, 1886; dis. January 23, 1889. Capt. Co. B, 1st Regt., C. N. G., January 15, 1892; retired May 26, 1896.
Charles W. Burpee,	First Regiment (Staff).	June 24, 1895.	Hartford.	Appointed 2d Lieut. Co. A, 2d Regt., C. N. G., February 26, 1890; 1st Lieut. June 22, 1891; res. November 7, 1891. Capt. and Adjt. 4th Regt., C. N. G., January 22, 1892; Capt. Co. K, 4th Regt., May 21, 1892; retired May 13, 1895. Capt. and I. S. A. P. 1st Regt., C. N. G., June 24, 1895; retired July 12, 1897.

ADJUTANT-GENERAL'S REPORT.

ROLL OF RETIRED OFFICERS.—CONTINUED.

Name and Grade.	RETIRED.		Residence.	Official Record.
	From which Organization.	Date of Rank.		
<i>Captains.</i> William H. Stratton,	First Regiment (Staff).	July 15, 1897.	Hartford.	Appointed 1st Lieut. and Paymaster 2d Regt., C. N. G., February 21, 1883; Capt. and A.-D.-C. Brigade Staff, August 17, 1883; res. July 11, 1888. Capt. and I. S. A. P., 1st Regt., C. N. G., July 15, 1897; retired June 27, 1898.
J. Paul Haun,	First Regiment.	December 28, 1898.	Rockville.	Appointed 2d Lieut. Co. C, 1st Regt., C. N. G., May 24, 1892; dis. November 3, 1892; 2d Lieut. November 11, 1892; 1st Lieut. April 14, 1893; Capt. December 28, 1898; retired June 8, 1899.
Sidney M. Leonard,	First Regiment.	December 4, 1894.	New Britain.	Appointed 2d Lieut. Co. D, 1st Regt., C. N. G., May 5, 1890; 1st Lieut., June 7, 1892; Capt. Dec. 4, 1894; retired December 20, 1898.
Martin Laubscher,	First Regiment.	March 20, 1891.	Rockville.	Appointed 2d Lieut. Co. C, 1st Regt., C. N. G., March 11, 1891; 1st Lieut. February 6, 1891; Capt. March 20, 1891; retired December 15, 1898.

ADJUTANT-GENERAL'S REPORT.

35

Charles W. Newton,	First Regiment.	January 18, 1897.	Hartford.	Appointed 2d Lieut. Co. F, 1st Regt., C. N. G., November 7, 1887; dis June 30, 1890; 1st Lieut. April 24, 1893; Capt. January 18, 1897; retired February 23, 1899.
Henry H. Saunders,	First Regiment.	March 11, 1895.	Hartford,	Appointed 2d Lieut. Co. K, 1st Regt., C. N. G., June 24, 1889; 1st Lieut. March 9, 1891; Capt. March 11, 1895; retired March 1, 1899.
Henry J. Bacon,	Second Regiment.	March 23, 1880.	Meriden.	Appointed 1st Lieut. Co. H, 2d Regt., C. N. G., January 8, 1875; Capt. March 23, 1880; dis. January 13, 1882.
Augustus I. Goodrich,	Second Regiment.	September 20, 1869	Waterbury.	Appointed 1st Lieut. Co. A, 2d Regt., C. N. G., August 22, 1868; Capt. September 20, 1869; dis. February 3, 1877.
John Gutt,	Second Regiment.	May 24, 1886.	New Haven.	Appointed 2d Lieut. Co. B, 2d Regt., C. N. G., August 10, 1881; 1st Lieut. November 30, 1883; Capt. May 24, 1886; dis. April 17, 1894.
Michael Creed,	Second Regiment.	October 22, 1889.	New Haven.	Appointed 2d Lieut. Co. C, 2d Regt., C. N. G., February 4, 1886; 1st Lieut. October 20, 1887; Capt. October 22, 1889; dis. April 12, 1894.

ROLL OF RETIRED OFFICERS.—CONTINUED.

Name and Grade.	RETIRED.		Residence.	Official Record.
	From which Organization.	Date of Rank.		
<i>Captains.</i> Andrew Allen,	Second Regiment (Staff).	January 5, 1880.	New Haven.	Appointed Capt. and I. T. P., 2d Regt., C. N. G., January 5, 1880; dis. July 23, 1889.
Daniel L. Barber,	Second Regiment.	November 17, 1891.	Wallingford.	Appointed 2d Lieut. Co. K, 2d Regt., C. N. G., June 25, 1891; Capt. November 17, 1891; retired November 17, 1896.
William N. Mix,	Second Regiment.	February 1, 1877.	Wallingford.	Appointed 1st Lieut. Co. K, 2d Regt., C. N. G., September 19, 1871; dis. August 11, 1873. 1st Lieut. February 19, 1874; Capt. February 1, 1877; dis. October 27, 1879.
James J. Kennedy,	Second Regiment.	April 24, 1894.	New Haven.	Appointed 2d Lieut. Co. C, 2d Regt., C. N. G., October 20, 1887; 1st Lieut. October 22, 1889; Capt. April 24, 1894; retired February 26, 1897.
Albert F. Laudensack,	Second Regiment.	March 27, 1895.	New Haven.	Appointed 2d Lieut. Co. B, 2d Regt., C. N. G., February 24, 1892; 1st Lieut. April 25, 1894; Capt. March 27, 1895; retired June 23, 1897.

ADJUTANT-GENERAL'S REPORT.

87

Charles B. Bowen,	Second Regiment.	October 20, 1887.	Meriden.	Appointed 1st Lieut. Co. I, 2d Regt., C. N. G., July 30, 1885; Capt. October 20, 1887; retired October 25, 1897.
Frank R. White,	Second Regiment.	June 2, 1882.	Waterbury.	Appointed 2d Lieut. Co. A, 2d Regt., C. N. G., June 26, 1876; 1st Lieut. May 20, 1880; Capt. June 2, 1882; dis. July 25, 1883.
Robert E. Hall,	Second Regiment.	November 21, 1896.	Wallingford.	Appointed 2d Lieut. Co. K, 2d Regt., C. N. G., July 28, 1887; 1st Lieut., September 18, 1888; Capt. Nov. 24, 1896; retired November 21, 1898.
Alfred J. Wolff,	Second Regiment.	June 21, 1886.	Waterbury.	Appointed 2d Lieut. Co. G., 2d Regt., C. N. G., July 1, 1884; Capt. June 21, 1886; retired January 25, 1899.
Arthur B. Smith,	Second Regiment.	April 1, 1897.	New Haven.	Appointed 2d Lieut. Co. D, 2d Regt., C. N. G., December 6, 1892; 1st Lieut. April 5, 1894; Capt. April 1, 1897; retired February 2, 1899.
Charles F. Chaney,	Third Reg't (Adj't.).	July 4, 1892.	New London.	Appointed 2d Lieut. Co. I, 3d Regt., C. N. G., November 9, 1880; Capt. and Adj't. 3d Regt. April 28, 1882; res. July 23, 1883. Second Lieut. Comd'g 3d M.-G. Platoon 3d Regt., C. N. G., November 10, 1884; res. February 6, 1888. Capt. and Adj't. 3d Regt., C. N. G., July 4, 1892; retired March 21, 1894.

ROLL OF RETIRED OFFICERS.—CONTINUED.

Name and Grade.	RETIRED.		Residence.	Official Record.
	From which Organization.	Date of Rank.		
<i>Captains.</i> Michael J. Roach,	Third Regiment.	June 8, 1887.	New London.	Appointed 2d Lieut. Co. A, 3d Regt., C. N. G., April 10, 1882; Capt. June 8, 1887; retired October 26, 1893.
Henry E. Burton,	Third Regiment.	November 20, 1894	Danielson.	Appointed 2d Lieut. Co. F, 3d Regt., C. N. G., November 15, 1887; 1st Lieut. October 13, 1891; Capt. August 4, 1892; retired December 4, 1893. Capt. Co. F, 3d Regt. November 20, 1894; retired November 8, 1895.
Herbert R. Chappell,	Third Regiment.	May 14, 1875.	Willimantic.	Appointed 2d Lieut. Co. E, 3d Regt., C. N. G., February 2, 1874; Capt. May 14, 1875; dis. June 23, 1881.
Thomas O. Thompson,	Third Reg't (Adj't.).	April 1, 1894.	New London.	Appointed 1st Lieut. and Signal Officer, 3d Regt. C. N. G., July 23, 1883; Capt. and I. R. P. March 12, 1885; res. July 19, 1886. First Lieut. Co. D, 3d Regt. C. N. G., December 1, 1890; Capt. February 9, 1891; Capt. and Adj't. 3d Regt., C. N. G., April 1, 1894; retired June 24, 1898.

Frank W. Rogers,	Third Regiment.	August	3, 1896.	New London.	Appointed 2d Lieut. Co. D, 3d Regt., C. N. G., December 1, 1891; 1st Lieut. June 11, 1894; Capt. August 3, 1896; retired June 27, 1898.
Nicholas F. Allen,	Third Regiment (Staff).	November	1, 1886.	Groton.	Appointed Chaplain 3d Regt. C. N. G., November 1, 1886; retired June 23, 1898.
Addison A. Betts,	Fourth Regiment.	October	24, 1892.	Norwalk.	Appointed 2d Lieut. Co. D, 4th Regt., C. N. G., July 17, 1874; 1st Lieut. May 14, 1875; Promoted Capt. Co. F, 4th Regt., C. N. G., May 4, 1880; dis. July 24, 1890. Appointed Capt. Co. D, 4th Regt. C. N. G., October 24, 1892; retired June 1, 1894.
Frederick Cole,	Fourth Regiment.	February	10, 1879.	West Redding.	Appointed 2d Lieut. Co. A, 4th Regt., C. N. G., Aug. 23, 1875; 1st Lieut. November 8, 1875; Capt. February 10, 1879; dis. June 19, 1885.
Frank R. Nash,	Fourth Regiment.	July	14, 1885.	Danbury.	Appointed 2d Lieut. Co. G, 4th Regt., C. N. G., December 11, 1882; 1st Lieut. June 25, 1883; Capt. July 14, 1885; dis. Mar. 23, 1891.
Edward Finn,	Fourth Reg't (Adj't.).	May	28, 1891.	West Winsted.	Appointed 2d Lieut. Co. I, 4th Regt., C. N. G., January 29, 1879; 1st Lieut. April 5, 1880; Capt. May 20, 1881; res. January 30, 1884; Capt. Co. I, 4th Regt., C. N. G., August 20, 1884; res. February 8, 1889; Capt. and I. R. P. 4th Regt. July 24, 1890; Capt. and Adj't. 4th Regt. C. N. G., May 28, 1891; dis. January 22, 1892.

ROLL OF RETIRED OFFICERS.—CONTINUED.

RETIRED.				Official Record.
Name and Grade.	From which Organization.	Date of Rank.	Residence.	
<i>Captains.</i>				
Albert J. Wilcoxson,	Fourth Regiment.	June 30, 1896,	Norwalk.	Appointed 2d Lieut. Co. F, 4th Regt., C. N. G., August 11, 1891; 1st Lieut. July 26, 1892; Capt. Co. D, 4th Regt. C. N. G., June 30, 1896; retired October 6, 1897.
Frederick H. Masterson	Fourth Regiment.	May 20, 1895.	Bridgeport,	Appointed 2d Lieut. Co. K, 4th Regt., C. N. G., May 26, 1892; 1st Lieut. December 6, 1894; Capt. May 20, 1895; retired December 27, 1897.
James T. Reynolds,	Battery A.	May 15, 1894.	Branford.	Appointed 2d Lieut. 2d Platoon, Battery A, C. N. G., December 15, 1884; 1st Lieut. December 17, 1885; Capt. May 15, 1894; retired June 12, 1894.
Barlow S. Honce,	Battery A.	June 18, 1894.	Branford.	Appointed 2d Lieut. 1st Platoon, Battery A, C. N. G., February 27, 1888; 1st Lieut. December 21, 1891; Capt. Battery A, C. N. G., June 18, 1894; retired January 6, 1899.
Henry Avery,	Machine-Gun Battery.	June 27, 1893.	Hartford,	Appointed 2d Lieut. comd'g 1st M.-G. Platoon, 1st Regt., C. N. G., June 14, 1886, (changed to M.-G. Battery, June 2, 1893). First Lieut. June 3, 1893; Capt. June 27, 1893; retired June 29, 1896.

Charles H. Walker,	Fifth Battalion.	February 20, 1884.	Bridgeport.	Appointed 2d Lieut. Co. C, 5th Battalion, C. N. G., August 29, 1881; 1st Lieut. September 3, 1883; Capt. February 20, 1884; dis. May 11, 1888.
Daniel M. Goodridge,	Naval Battalion.	November 3, 1898.	New Haven.	Appointed Ensign 1st Division Naval Battalion, C. N. G., November 27, 1893; Lieut. (June Grade) December 27, 1894; Lieut. April 16, 1896. Lieut. Naval Battalion, C. N. G., November 3, 1898; retired March 21, 1899.
<i>First Lieutenants.</i> Frederick D. Rathbun,	First Regiment (Staff).	February 15, 1892.	Hartford.	Appointed 1st Lieut. and Q. M. 1st Regt., C. N. G., February 15, 1892; retired February 15, 1897.
Henry C. Bullock,	First Regiment (Staff).	March, 15, 1875.	Hartford.	Appointed 1st Lieut. and Asst. Surgeon 1st Regt., C. N. G., July 1, 1872; 1st Lieut. and Q. M. 1st Regt., C. N. G., March 15, 1875; dis. May 14, 1878.
Louis B. Hubbard,	First Regiment.	November 7, 1887.	New York City.	Appointed 2d Lieut. Co. F, 1st Regt., C. N. G., February 7, 1887; 1st Lieut. November 7, 1887; dis. July 16, 1892.
Frederick W. Chapman	First Regiment.	December 28, 1898.	Rockville.	Appointed 2d Lieut. Co. C, 1st Regt. C. N. G., April 14, 1893; 1st Lieut. December 28, 1898; retired February 4, 1899.
Edward H. Waterman,	First Regiment.	March 11, 1895.	Hartford.	Appointed 2d Lieut. Co. K, 1st Regt., C. N. G., March 9, 1891; 1st Lieut. March 11, 1895; retired March 1, 1899.

ROLL OF RETIRED OFFICERS.—CONTINUED.

Name and Grade.	RETIRED.			Residence.	Official Record.
	From which Organization.	Date of Rank.			
<i>First Lieutenants.</i> Lewis J. Doolittle,	First Regiment.	January 2, 1899.	Manchester.		Appointed 2d Lieut. Co. G, 1st Regt., C. N. G., July 29, 1896; 1st Lieut. January 2, 1899; retired May 8, 1899.
Delbert R. Jones,	Second Regiment.	November 8, 1897.	Meriden.		Appointed 2d Lieut. Co. I, 2d Regt., C. N. G., March 24, 1892; 1st Lieut. November 8, 1897; retired July 5, 1898.
Clarence B. Dann,	Second Regiment.	May 10, 1893.	New Haven.		Appointed 2d Lieut. Co. F, 2d Regt., C. N. G., October 27, 1891; 1st Lieut. May 10, 1893; retired October 27, 1898.
Frank P. Goff,	Third Regiment.	August 10, 1886.	New London.		Appointed 2d Lieut. Co. I, 3d Regt., C. N. G., May 16, 1882; 1st Lieut. August 10, 1886; dis. April 25, 1888.
Samuel Prince,	Third Regiment.	January 27, 1891.	New London.		Appointed 2d Lieut. Co. I, 3d Regt., C. N. G., August 10, 1886; 1st Lieut. January 27, 1891; dis. November 2, 1897.

Francis A. King, .	Fourth Regiment.	July	13, 1880. Bridgeport.	Appointed 2d Lieut. Co. B, 4th Regt., C. N. G., November 21, 1876; 1st Lieut. July 13, 1880; dis. January 25, 1887.
James R. Middlebrook,	Fourth Regiment.	January	3, 1866. Suffield.	Appointed 1st Lieut. 8th Regt. C. M., January 3, 1866; (changed to Co. C, 4th Regt., C. N. G.) dis. December 11, 1871.
Francis J. Duffy, .	Brigade Signal Corps.	November	14, 1889. New Haven.	Appointed 1st Lieut. and Q. M. 2d Regt. C. N. G., June 16, 1886; res. July 26, 1889. Appointed 1st Lieut. 2d Signal Corps, 2d Regt., Nov. 4, 1889; (changed to 2d Sec. B. S. C. June 2, 1893;) retired March 2, 1895.
Arthur B. Jenkins,	Brigade Signal Corps.	June	20, 1892. Hartford.	Appointed 1st Lieut. 1st Sig. Corps, 1st Regt., C. N. G., June 20, 1892, (changed to 1st Sec. B. S. C.) ; retired February 28, 1898.
George P. Rand, .	Machine-Gun Battery.	June	2, 1893. Bridgeport.	Appointed 2d Lieut. 4th M.-G. Platoon, 4th Regt., C. N. G., October 26, 1888; (changed to 4th Sec. M. G. B., June 2, 1893) 1st Lieut. June 2, 1893; retired June 24, 1897.

ROLL OF RETIRED OFFICERS.—CONTINUED.

Name and Grade.	RETIRED.			Residence.	Official Record.
	From which Organization.	Date of Rank.			
<i>First Lieutenants.</i> William P. H. Cross,	Fifth Battalion (Staff).	September 15, 1881.		Hartford.	Appointed 1st Lieut. and Q.-M. 5th Battalion, C. N. G., September 15, 1881; dis. March 1, 1890.
Edward Griswold,	Battery C, C. M.	June 7, 1865.		Guilford.	Appointed 1st Lieut. 1st Sec. Battery C, Conn. Militia, June 7, 1865; dis. November 6, 1871.
George T. Fowler,	1st Platoon Battery A.	July 12, 1894.		No. Branford.	Appointed 2d Lieut. 1st Platoon, Battery A, C. N. G., December 21, 1891; 1st Lieut. July 12, 1894; retired May 6, 1898.
<i>Second Lieutenant.</i> Charles Smith,	Second Regiment.	May 10, 1893.		New Haven,	Appointed 2d Lieut. Co. F, 2d Regt., C. N. G., May 10, 1893; retired August 31, 1898.

[2]

ABSTRACT OF MUSTER ROLLS, C. N. G., DECEMBER, 1898.

FIRST REGIMENT.

LOCALITY.	PRESENT.						ABSENT.			AGGREGATE	
	Commissioned Officers.	Non-Com. Officers.	Trumpeters.	Musicians.	Privates.	Total.	Officers.	Enlisted Men	Total.	1898	1897
Field, Staff, N-C.S., Hospital Corps and Band, Hartford, . . .	9	7	1	21	2	39	2	5	7	46	54
Company A, . . . Hartford, . . .	3	13	1	2	41	59	8	8	8	67	68
Company B, . . . Hartford, . . .	3	11	1	2	29	46	22	22	22	68	61
Company C, . . . Rockville, . . .	2	10	1	2	35	50	18	18	18	68	62
Company D, . . . New Britain, . . .	2	11	1	1	27	42	24	24	24	66	66
Company E, . . . New Britain, . . .	2	10	1	2	30	45	1	22	23	68	68
Company F, . . . Hartford, . . .	3	11	1	1	42	58	10	10	10	68	68
Company G, . . . S. Manchester, . . .	2	10	1	1	23	37	28	28	28	65	66
Company H, . . . Hartford, . . .	2	7	1	1	29	39	1	28	29	68	62
Company I, . . . New Britain, . . .	2	11	1	1	25	40	22	22	22	62	68
Company K, . . . Hartford, . . .	3	11	1	1	42	58	9	9	9	67	62
Total,	33	112	8	35	325	513	4	196	200	713	705

Per cent. present, 71.94; loss from 1897, 21.25 per cent.

SECOND REGIMENT.

	LOCALITY.	PRESENT.						ABSENT.			AGGREGATE.	
		Commissioned Officers.	Non-Com. Officers.	Trumpeters.	Musicians.	Privates.	Total.	Officers.	Enlisted Men	Total.	1898	1897
Field, Staff, N-C.S., Hospital Corps, and Band	Waterbury, . .	8	9	...	20	3	40	5	4	9	49	54
Company A, . . .	Waterbury, . .	3	11	1	2	46	63	...	3	3	66	68
Company B, . . .	New Haven, . .	2	12	...	2	37	53	...	8	8	61	67
Company C, . . .	New Haven, . .	3	13	1	2	40	59	...	6	6	65	65
Company D, . . .	New Haven, . .	3	12	1	2	35	53	...	10	10	63	67
Company E, . . .	New Haven, . .	3	14	1	2	39	59	...	8	8	67	67
Company F, . . .	New Haven, . .	3	14	...	1	38	56	...	7	7	63	68
Company G, . . .	Waterbury, . .	3	14	1	2	43	63	...	4	4	67	64
Company H, . . .	Middletown, . .	3	11	1	2	38	55	...	11	11	66	67
Company I, . . .	Meriden,	3	13	1	2	45	64	...	2	2	66	61
Company K, . . .	Wallingford, . .	3	13	1	2	42	61	...	4	4	65	58
Total, . . . . .	.....	37	136	8	39	406	626	5	67	72	698	706

Per cent. present, 89.68; loss from 1897, 5.36 per cent.

FOURTH REGIMENT.

	LOCALITY.	PRESENT.						ABSENT.			AGGREGATE.	
		Commissioned Officers.	Non-Com. Officers.	Trumpeters.	Musicians.	Privates.	Total.	Officers.	Enlisted Men.	Total.	1898	1897
Field. Staff, N.C.S., Hospital												
Corps and Band,	Bridgeport, . .	9	10	...	21	4	44	3	5	8	52	53
Company B, . . .	Bridgeport, . .	2	11	1	2	38	54	1	9	10	64	60
Company D, . . .	Norwalk, . . .	3	11	1	2	33	50	...	14	14	64	54
Company E, . . .	Bridgeport, . .	3	10	...	1	26	40	...	26	26	66	61
Company G, . . .	Danbury, . . .	3	8	...	2	19	32	...	4	4	36	61
Total, . . . . .	.....	20	50	2	28	120	220	4	58	62	282	289

Per cent. present, 78.01; loss from 1897, 6.72 per cent.

SEPARATE COMPANY.

	LOCALITY.	PRESENT.						ABSENT.			AGGREGATE.	
		Commissioned Officers.	Non-Com. Officers.	Trumpeter.	Musicians.	Privates.	Total.	Officers.	Enlisted Men.	Total.	1898	1897
First.	New Haven, .	3	12	1	1	36	53	...	12	12	65	63

Per cent. present, 81.54; gain over 1897, 0.59 per cent.

BATTERY A, LIGHT ARTILLERY.

	LOCALITY.	PRESENT.					ABSENT.			AGGREGATE.	
		Commissioned Officers.	Non-Com. Officers.	Trumpeters.	Privates.	Total.	Officers.	Enlisted Men.	Total.	1898	1897
Captain & N. C. S.	Branford, . . .	1	4	...	...	5	...	...	...	5	5
1st Platoon, . . .	Guilford, . . .	1	7	...	23	31	...	9	9	40	37
2d Platoon, . . .	Branford, . . .	2	6	1	16	25	...	9	9	34	38
Total, . . . . .	.....	4	17	1	39	61	...	18	18	79	80

Per cent. present, 77.23; loss from 1897, 12.77 per cent.

MACHINE-GUN BATTERY.

	LOCALITY.	PRESENT.					ABSENT.			AGGREGATE.	
		Commissioned Officers.	Non-Com. Officers.	Trumpeters.	Privates.	Total.	Officers.	Enlisted Men.	Total.	1898	1897
Captain,	New Haven, .	1	...	...	...	1	...	...	...	1	1
First Section, . .	Hartford, . .	1	3	...	5	9	...	1	1	10	10
Second Section, .	New Haven, .	1	4	1	4	10	...	...	...	10	10
Third Section, . .	New London, .	1	4	...	5	10	...	...	...	10	10
Fourth Section, .	Bridgeport, .	1	4	...	5	10	...	...	...	10	10
Total, . . . . .	.....	5	15	1	19	40	...	1	1	41	41

Per cent. present, 97.56; gain from 1897, 4.88 per cent.

NAVAL MILITIA.

	LOCALITY.	PRESENT.					ABSENT.			AGGREGATE.	
		Commissioned Officers.	Petty Officers.	Trumpeters.	Seamen.	Total.	Officers.	Enlisted Men.	Total.	1898	1897
Commander, Staff & N-C. Staff	New Haven, ..	8	4	...	2	14	...	...	...	14	17
First Division, ..	New Haven, ..	2	8	1	48	59	1	25	26	85	78
Second Division,	Hartford, ...	3	5	1	48	57	1	21	22	179	71
Engin'r Division,	New Haven, ..	1	1	...	13	15	...	11	11	26	14
Total, .....	.....	14	18	2	111	145	2	57	59	204	180

Per cent. present, 71.04; loss from 1897, 22.29 per cent.

ADJUTANT-GENERAL'S REPORT.

RECAPITULATION.

BRIGADE, C. N. G.	HEADQUARTERS.	PRESENT.						ABSENT.			AGGREGATE.	
		Commissioned Officers.	Non-Com. Officers.	Trumpeters.	Musicians.	Privates and Seamen.	Total.	Officers.	Enlisted Men.	Total.	1898	1897
Brig.-General and Staff,	South Norwalk, . .	9	2	....	....	....	11	1	1	2	13	16
1st Regiment,	Hartford,	33	112	8	35	325	513	4	196	200	713	705
2d Regiment,	Waterbury,	37	136	8	39	406	626	5	67	72	698	706
4th Regiment,	Stamford,	20	50	2	28	120	220	4	58	62	282	550
1st Separate Company,	New Haven,	3	12	1	1	36	53	....	12	12	65	63
Battery A, Light Artillery, . .	Branford,	4	17	1	....	39	61	....	18	18	79	80
M. G. Battery,	New Haven,	5	15	1	....	19	40	....	1	1	41	41
Naval Battalion,	New Haven,	14	18	2	....	111	145	2	57	59	204	180
Total, . . . . .	.....	125	362	23	103	1056	1669	16	410	426	2095	2341

Per cent. present, 79.67; loss from 1897, 12.49 per cent.

[3]

REPORT OF SURGEON-GENERAL AND MEDICAL OFFICERS.

Report of Surgeon-General.

SURGEON-GENERAL'S OFFICE,

MIDDLETOWN, CONN., SEPTEMBER 30, 1899.

Adjutant-General, State of Connecticut.

SIR:

I have the honor to submit the following report of the doings of this Department from January 6th, 1899, until the close of the fiscal year:

Upon assuming office two distinct and important questions were presented: 1st. The desirability of a uniform physical examination of all National Guard recruits. 2d. The sanitary condition of the State Camp at Niantic. Inquiry was at once begun as to the physical standards required by surgeons and post-surgeons throughout the State. The report showed such a diversity of standards and often the entire absence of any standard, that it became evident that some regulations concerning the subject must be issued by the Adjutant-General, and some examination form provided by which a proper record could be preserved.

Regulations, and examination forms were prepared and issued on May 1st, and since then every recruit has been subjected to a careful physical examination. This method has already brought about a marked improvement in the physique of the National Guard, and accumulated a mass of most valuable anthropometric statistics. Examination of those statistics show that all applicants for National Guard service fall within one of three classes.

1st. Those who are clearly incapacitated for military service of any kind in the time of peace.

2d. Those who would be efficient soldiers for riots or other short tours of duty, but could not until more mature endure hard campaigning; or who could not be accurate long-distance marksmen, unless provided with artificial helps to vision.

3d. Those who are in every respect fully up to the high physical standard of the regular army.

To restrict our National Guard to the third class would give a most efficient body of men, but would exclude many young men who wished to enter the service at an age most amenable to discipline, and who would in a year or two become valuable members of the Guard. Such are desired and the standard of height and weight for men under twenty-one has been slightly lowered from that of the regular army, so that all such who are sound may be accepted. Accurate test cards have been provided and the eyesight of every recruit tested and measured. If glasses are worn the eyes are tested with and without glasses, and such an imperfection of vision as will without glasses prevent accurate evolution or short-distance marksmanship, disqualifies. The wearing of glasses does not of itself disqualify for service in the National Guard, for it is well known that many of the best marksmen use glasses.

Inspection of the State Camp made in March demonstrated the water supply to be suspicious. The shallow driven wells on the camp ground had after many years become contaminated with organic matter. They were condemned and a supply of pure water from without the camp ground advocated. The Governor, Adjutant-General, and Surgeon-General made a careful investigation of all possible sources of supply and concluded that deep driven wells, remote from any possible source of contamination, were most feasible. The land selected was purchased by the Quartermaster-General, and the necessary wells, duplicate pumps and piping provided. The abundance of water thus supplied was found on chemical and bacteriological examination to be exceptionally pure and cool. Delivered within easy reach of all, cool and sparkling from admixture with air it formed a delicious and healthful beverage.

All the buildings on the camp ground were in an unsanitary condition and thorough disinfection of them were made during July.

The old tent floors were found in bad condition, furnishing admirable lurking places for typhoid germs, whose vitality is not destroyed by freezing, and were condemned and burned.

All sinks were provided with shallow cement vaults and fly-proof screens. During the encampment the Quartermaster's

department with commendable care and promptitude removed the contents of the sink and kitchen waste from the camp grounds every night and purified the vaults with dry lime.

While in camp, the medical department made a careful inspection of the ice, food, mess-houses, kitchens, and latrins twice every day. It gives me pleasure to record the conscientious and soldierly way in which the multitude of details, so necessary to good camp sanitation, were executed by all concerned. The Buzzacott oven and the system of company cooking introduced by the Adjutant-General, contributed markedly to conserving the health of the men in camp.

The food was uniformly well-cooked and served hot before it could be contaminated by flies or the poisonous ptomaines which develops so rapidly when food is exposed to moisture and summer heat. With good facilities for cooking, men will not eat uncooked or imperfectly cooked food, and are thus saved much exposure to attacks of indigestion, dysentery, and typhoid fever. The raw food materials furnished by the Commissary-General were carefully selected, of the best quality, skilfully preserved, and issued on an even more liberal scale than in the regular service, but no waste was permitted.

It is believed that the harmonious working of all the departments, and the cordial support of the field and line have combined to make possible the very favorable report as to the healthfulness of the camp of 1899 made by Lieutenant-Colonel Wilbur S. Watson and herewith forwarded approved.

In some quarters it was feared that cases of typhoid fever might result from this camp. Upon most careful inquiry not a case of typhoid fever could be found in any member of the Guard which could have been contracted at Niantic.

Major Joseph H. Townsend, Surgeon, 2nd Regiment, and the Surgeon-General were ordered to represent the State of Connecticut at the meeting of the American Association of Military Surgeons at Kansas City, September 26-29. We reported on the 26th and found a very enthusiastic meeting, but smaller in numbers than usual, because the date conflicted with Admiral Dewey's reception in New York.

Medical representatives of the U. S. A., from Cuba and the Phillipines, gave valuable papers on tropical hospitals, camps and camp diseases.

The camps and military field hospitals in this country constructed during the Spanish-American war, were described and illustrated by stereoptican views. An elaborate description was given of the character of Mauser rifles and pistol wounds. By invitation Brigadier-General J. Francis Calef, Surgeon-General of Connecticut, presented a paper on "Physical Qualifications of National Guardsmen," which received close attention. The discussion of which elicited the information that in many States this subject has not received the attention which its importance demands.

Very respectfully,

Your obedient servant,

J. FRANCIS CALEF,

Surgeon-General.

Report of Medical Director, C. N. G.

DANBURY, CONN., SEPTEMBER 20, 1899.

Brigadier-General J. Francis Calef,
Surgeon-General, State of Connecticut.

SIR:

I have the honor to submit the following report of the week's tour of duty at Camp Lounsbury, Niantic, August 21-26, inclusive, 1899.

With regard to the health of the men I would say that there was less sickness than has been known for many years. There were only eleven men in the hospital from sickness during the week, the smallest number I have known before, being twenty-six. Of those eleven none were seriously ill, the majority being sick because of their own indiscretions. There were three cases of fracture, two of right leg and one of collar bone; one of the fractured legs was that of a citizen. These injuries were all caused accidentally while indulging in sports or games and not while on duty.

It seems to me none can fail to see the marked improvement in the condition of the men and how it is easily accounted for by the following important factors upon each of which too much praise cannot be bestowed.

1st. The great improvement in the water supply, which was appreciated by both men and officers alike, and was a source of enjoyment to all, assuring them as it did of continued good health.

2d. The excellent quality and abundance of good wholesome food, the meat especially, which has heretofore been a source of much trouble and complaint, was all that could be desired both in quantity and quality, and proved to the men that the State through the Commissary Department was doing all in its power to prevent any cause for complaint or chance of sickness from that source. In every report received by me from the eight regimental sur-

geons has been made special mention of the excellent quality of the food and water and the modes of cooking.

3d. The men themselves seemed to use more care and judgment and to take a greater amount of pride in the general work of the camp, as well as in their personal health. All seemed to strive for the improvement of the camp of '99 over previous camps and were more temperate in every way.

4th. The order warning against the cutting of tent floors was by no means without beneficial results from a health standpoint.

Of the sanitary condition the improvements made during the past summer, while not yet perfect are so much in advance of the condition existing in the past that we may surely count them as another factor in the reduction of the number of sick.

The sinks and latrines as now arranged with shallow cement vaults, cleaned every night and with an outlet pipe for surface water and the use of fresh lime every night and dry earth every three hours in the day, (also being enclosed, storm water is kept out and the swarming of flies prevented), are as odorless and as near perfect sanitary condition as can be hoped for until a perfect system of flushing or cremation is installed.

There is a condition still existing in the rear of the mess-houses where the cooking is done, due to the want of sewer to carry off waste water; this water now runs into a blind drain and comes to the surface a few feet away, making a filthy and unsightly spot. This could be remedied at very small expense by laying a tile drain to carry the waste water into deep blind wells, or better yet beyond the guard line and into the bay.

The removal and dumping of garbage by the Quartermaster's Department. at a point several miles from camp proved a very satisfactory way of disposal, although a little late in getting it started.

The Hospital Corps were unable to do as much work by Single Corps or at Consolidated drill as I had hoped, owing to the same conditions which have always been a drawback to this very important branch of the service in this State, viz: the small number of men.

I would take this opportunity to ask you to present the importance of this matter to the Adjutant-General and earnestly solicit his aid by ordering each regimental commander to enlist one extra Hospital Steward and four privates (not less than two), for

each regimental Hospital Corps. At their drills one or two are often absent, thus preventing regular work, and at camp one Steward and two or more privates are always on duty at Brigade Hospital and at no time do we have full working force. I regret exceedingly that we could not give an exhibition drill in front of the Governor's quarters during his stay in camp, that he might inspect the work but it was just this obstacle which prevented.

It is now four weeks since camp, and within three days I have received reports from all the medical officers connected with the C. N. G., and many other physicians beside, whom I had addressed regarding sickness among members of the troops since returning from camp, but not one case of typhoid fever or other disabling sickness from any cause has been reported.

This can be written for what it is worth and let the people judge for themselves as to the fitness of Connecticut's State Camp Grounds for such a purpose.

WILBUR S. WATSON,
Lieutenant-Colonel and Medical Director, C. N. G.

Report of Surgeon, Naval Battalion, C. N. G.

HARTFORD, CONN., AUGUST 24, 1899.

*Brigadier-General J. Francis Calef,**Surgeon-General, State of Connecticut.*

SIR:—

I have the honor to submit to you the following report of the Medical Department of the Naval Battalion, C. N. G., during the cruise on the U. S. S. *Prairie*, from the 16th to the 24th of the present month.

The Surgeon, the Assistant Surgeon Dr. Trecartin, of Bridgeport, and Hospital Steward, Felton Wood, of New Haven, accompanied the Battalion with the medical and surgical equipment belonging to the organization.

Upon boarding the ship at New Haven on the morning of the 16th, we were cordially received by the ship's surgeon, Dr. Griffiths, U. S. N., who at once placed at our disposal the sick bay and all medical and surgical supplies of the ship as far as our needs required. The health of the Battalion, upon going aboard, was excellent and the only prevailing trouble throughout the cruise was constipation which many of the men suffered slightly from, none however to such an extent as to render them unfit for duty.

Not a man from the First Division, of New Haven, or the Second Division, of Hartford, was excused from duty because of illness.

On the 21st, Seaman G. Eisenman, of the Third Division, of Bridgeport, was found to be suffering with fever. He was at once excused from duty and placed in the sick bay on appropriate treatment. The case was observed closely and a positive diagnosis of typhoid fever was made before the cruise was finished. The history of the case proved that the disease had been developing for a week at least before the man left his home. He was accompanied to Bridgeport by the Assistant Surgeon, Dr. Trecartin, of that city.

The other members of the Battalion excused from duty were all members of the Third Division, and are as follows :

Quartermaster J. Miniter, septic wound of finger, excused August 21st, returned to duty August 22d.

Seaman J. M. Keating, sprain of wrist; excused Aug. 22d, returned to duty, Aug. 23d. Seaman N. F. Ambler, sprain of back; excused Aug. 22d, returned to duty Aug. 23d. Landsman, E. E. Frederickson, seasickness; excused Aug. 22d, returned to duty Aug. 23d. Seaman Julius Abt, malarial fever; excused Aug. 22d, returned to duty Aug. 23d.

The general health of the Battalion at the end of the cruise was most excellent. The only case of illness being the one of typhoid fever already referred to, and which was contracted before going aboard the Ship.

Respectfully,

LEVI BENNETT COCHRAN,

Lieutenant and Surgeon, Naval Battalion, C. N. G.

[4]

REPORT OF COMMISSARY-GENERAL.

COMMISSARY-GENERAL'S OFFICE,
HARTFORD, CONN., Sept. 30th, 1899.

Adjutant-General, State of Connecticut.

SIR:—

I have the honor to submit herewith the report of this Department for the fiscal year ending Sept. 30th, 1899.

On the fifth day of July, 1899, orders were issued by the Adjutant-General directing that the Connecticut National Guard should go into Camp on the twenty-first day of August, and the Commissary-General to issue to the troops uncooked rations during the encampment.

The issuing of uncooked rations was not wholly an experiment, two companies having during a previous encampment prepared their rations, but for the entire Brigade to do so was an experiment.

I am pleased to report that the method was successful to an extent beyond my anticipations. Not a complaint from any source was received by this department during the entire tour of duty.

THE RATION.

The components of the rations were the same as prescribed by the Subsistence Department of the Army, with a few additions.

In making a supply table I took into consideration the fact that the rank and file of the Connecticut National Guard was composed of men from all ranks of life, and to insist that the ration should conform strictly to the Army standard, would to a certain extent be a hardship. I therefore increased the ration to meet the emergency.

A large number of the company cooks were without experience, so this condition had to be met by an increased allowance to the end that the troops should have sufficient to eat. In all experiments of this kind the wastage is considerable

I submit herewith the ration table showing the components, the cost of each, and the cost of each component per ration.

TABLE OF RATIONS ISSUED AT CAMP LOUNSBURY,
AUGUST 21-26th, inclusive.
13,394 RATIONS ISSUED.

ARTICLE	BULK	COST	COST PER RATION
Fresh Mutton, .	1453 lbs.	\$ 123.50	.09.85
Fresh Beef,	12875	1,195.65	
Bacon,	2091	177.74	.08.48
Ham,	7172	860.64	
Canned Salmon,	1008	98.28	
Cheese,	2414	241.40	.01.80
Flour,	1225	26.95	.03.75
Baking Powder,	60	23.25	
Corn Meal,	600	7.50	
Hard Bread,	1108	78.48	
Soft Bread,	8130	365.85	
Beans,	1887	47.18	.00.51
Peas,	205	6.15	
Rice,	224	13.44	
Pickles,	190 gals.	42.75	.00.32
Potatoes,	15000 lbs.	187.50	.04.40
Onions,	3000 "	67.50	
Canned Tomatoes,	1704 cans	119.28	
Canned Peaches,	1440 "	216.00	
Coffee,	1242	226.56	.01.69
Sugar,	2356	132.88	.00.99
Salt,	600	4.98	.00.05
Pepper,	50	12.50	.00.09
Candles,	220	16.50	.00.12
Soap, Toilet,	2448 cakes	42.50	.00.47
Soap, Laundry,	525 lbs.	20.37	
Vinegar,	46 gals.	5.52	.00.04
Canned Milk,	1248 cans	176.80	.01.32
Sweet Corn,		16.25	.00.12

Total cost of rations, \$4,573 12

Cost per ration, 34 cents.

ADJUTANT-GENERAL'S REPORT.

COST OF EXTRA RATIONS.

ARTICLES	COST
One-half Meat Ration,	.09.16
One-half Vegetable ration,	.02.20
Cheese,	.01.80
Pickles,	.00.32
Canned Milk,	.01.32
Fresh Corn,	.00.12
	<hr/>
	.14.92
Cost of Army Ration,	.19.08

If I had been required to issue the Army ration the cost per ration would have been nineteen cents (19), but owing to your good judgment I was not restricted to this standard, but was permitted to issue a ration that would be satisfactory and wholesome

In accordance with Special Orders issued by the Adjutant-General, the Brigade Commissary, Regimental Commissaries, Commissary Sergeants, and Company Cooks were ordered to report to me for instruction on Saturday, August 19th, with one or two exceptions all complied with this order. In this connection I wish to state that all Officers and men reporting showed a desire to perform this duty to the fullest extent. I wish to compliment them all for their willingness and efficiency, and to them all, praise should be given for the success which was attained.

Commissary-Sergeant Prescott of the First Regiment was detailed for duty in this department during the week; to him I have to express my thanks especially. He has a large experience and was most efficient.

I have to thank the Quartermaster's Department for the promptness with which it met all requisitions made necessary by the change of manner of feeding the troops.

The total cost of this Department was \$5,148.83

The amount appropriated was \$13,500, a saving of \$8,351.17

All of which is respectfully submitted,

H. C. MORGAN,

Commissary-General.

[5]

REPORT OF JUDGE-ADVOCATE-GENERAL.

WATERBURY, CONN., September 30, 1899.

Adjutant-General, State of Connecticut.

SIR:

I have the honor to report that as Judge Advocate-General, I have from time to time given verbal opinion relative to our Militia Laws, and the construction thereof, and on the 13th day of January, 1899, I gave a written opinion relative to the Military Enrollment of the town of New Haven.

Very respectfully,

GEORGE H. COWELL,

Judge-Advocate-General.

[6]

REPORT OF BRIGADIER-GENERAL RUSSELL FROST, COM-
MANDING BRIGADE, C. N. G.

BRIGADE HEADQUARTERS,
CONNECTICUT NATIONAL GUARD,
SOUTH NORWALK, CONN., Sept. 30, 1899.

Adjutant-General, State of Connecticut.

SIR:—

Pursuant to Chapter 333, Laws of 1895, Section 55, I have the honor to report the conduct and discipline of the annual encampment of 1899.

On July 20, 1899, I issued the following orders:—

BRIGADE HEADQUARTERS,
CONNECTICUT NATIONAL GUARD,
SOUTH NORWALK, CONN., JULY 20, 1899.

GENERAL ORDERS, }
No. 3. }

I. In compliance with G. O., No. 14, A.-G. O., c. s., the commanding officers of the First, Second, Third and Fourth Regiments, Battery A, Machine-Gun Battery, and Signal Corps, are hereby ordered to assemble their respective commands in undress uniform at the State Military Rendezvous, Niantic, on Monday, August 21, 1899, at or before 10 o'clock A. M., for six days' camp and field service. The brigade staff will report mounted. The Signal Corps will be mounted on bicycles.

II. In honor of His Excellency, the Commander-in-Chief, the camp is designated,

CAMP LOUNSBURY,
STATE MILITARY RENDEZVOUS,
NIANTIC, CONN.

III. Commanding officers, on or before the 25th inst., will make requisition on the Quartermaster-General for transportation. Horses for field and staff use will be transported only from brigade and regimental headquarters. Two chests for each infantry company and each platoon of artillery, one chest for each machine-gun and signal section and one valise or small trunk for each line officer is the limit of baggage allowed to such organizations and officers.

IV. All record books will be written up complete, ready for inspection on arrival in camp. Report of such inspection will be made by the Brigade Inspector to the Commander-in-Chief, showing relative merit of condition of each organization's records.

V. Buzzacott ovens will be furnished to commanding officers of infantry companies, artillery of platoons, machine-gun battery and signal corps, who will detail two enlisted men of their commands as cooks, and on or before August 1st will forward through regimental headquarters to these headquarters the names of such details for arrangements for special instruction in the use of the ovens. Rations will be issued for enlisted men; commissioned officers will furnish their own subsistence.

VI. Regimental commanders will detail a commissioned staff officer to act as regimental commissary, and on or before August 1st will forward to these headquarters the names of officers so detailed, who, immediately on their arrival in camp, will report to the Brigade Commissary for instructions.

VII. Pay-rolls, completed, signed and certified to as required by law, will be delivered to the Adjutant-General in camp on Saturday, August 26th, at or before 10 o'clock A. M.

VIII. Men enlisted after July 15th may be borne on pay-roll for duty upon certificate of commanding officers that they are properly drilled in the school of the soldier and guard duty. Musicians may be enlisted up to and on August 10th.

IX. The Commander-in-Chief will review the brigade on Friday, August 25th.

X. Encampment duty is ordered by the Commander-in-Chief under authority of the law of the State. Officers and men will be present for duty except for most imperative reasons. Any commissioned officer absent will immediately report to the brigade commander his cause for absence. Payment of fines for absence of enlisted men will be strictly enforced.

By command of

BRIGADIER-GENERAL RUSSELL FROST.

Official: JOHN H. WADE,

Lieutenant-Colonel and Assistant Adjutant General.

Orders for the conduct of the camp followed, as appear:—

BRIGADE HEADQUARTERS,

CONNECTICUT NATIONAL GUARD,

SOUTH NORWALK, CONN., August 11, 1899.

GENERAL ORDERS, }
No. 4. }

I. Daily routine at Camp Lounsbury is prescribed as follows:—

Reveille and Roll Call,	5.45 A. M.
Police Call,	6.00
Sick Call,	6.05
Breakfast,	6.30
Company Drill,	7.00 to 8.00
School, Battery A, and Machine-Gun Battery,	7.00 to 8.00
Inspection of Quarters,	7.30
Guard Mounting,	8.00
Regimental and Battalion Drill, Second and Third Regiments,	8.30 to 10.15
School, Fourth and First Regiments,	8.30 to 10.15
Regimental and Battalion Drill, Fourth and First Regiments,	10.15 to 12.00
School, Second and Third Regiments,	10.15 to 12.00
Orderly Hour,	12.00 M.
Dinner	12.30 P. M.
Battalion Drill,	1.30 to 2.30
Battery A, and Machine-Gun Battery Drill,	2.30 to 3.30
Police Call,	3.30
Regimental Parade, Second and Third Regiments,	4.00
Regimental Parade, Fourth and First Regiments	4.30
Brigade Formation, Wednesday and Thursday,	5.15
Retreat,	6.25
Supper,	6.30
Tattoo and Roll Call,	9.30
Taps,	10.30

II. Guard Mounting on Monday at 11.30 A. M. Daily routine will begin on that day at 12 M.

III. After the assembly for guard mounting, First Sergeants will closely inspect the arms and uniforms of their details; examine non-commissioned officers and supernumeraries as to their positions at guard mounting, and replace men not up to standard of neatness or knowledge of duty. First Sergeants will be held responsible for their guard details.

IV. At schools for regiments, regimental commanders will cause to be held in each company, schools for instruction in guard duty. At schools of batteries, special instruction will be given in guard duty and school of the soldier.

V. At taps, regimental commanders will cause a company officer to inspect the quarters of each company, see that lights are out, walk the company street, until quiet is had, and then report to regimental headquarters the condition of the company street.

Regimental commanders will be held responsible for the quiet and good order of the camps of their respective commands, and are directed to arrest and confine in the guard house all persons, soldiers or civilians, creating disturbance or otherwise interfering with the good order of the camp.

VI. Regimental Quartermasters will accompany the inspecting officer at inspection of quarters, and will be held responsible for thorough policing and careful dressing of quarters.

VII. Regimental and battery commanders will post and command guards around the camps of their respective commands, including mess houses and cooking quarters. A regimental officer of the day will be detailed each day from regimental headquarters. A field officer of the day will be detailed at brigade headquarters. The countersign and parole for all guards will be given out from brigade headquarters. No others will be used.

VIII. Pursuant to G. O., No. 18, A.-G. O., c. s., acting regimental commissaries, regimental commissary-sergeants, and all men detailed as cooks under G. O. No. 3, B. H., c. s., are ordered to report to the Commissary-General at the State Military Rendezvous, Niantic, on Saturday, August 19th inst., at 10 o'clock, A. M. Regimental and battery commanders are charged with the carrying out of this order.

Cooks will receive the pay of corporals. They will be carried on pay-rolls as privates, their names entered a second time following the list of privates, and noted: "Detailed as cook."

IX. To make the sanitary conditions of the camp beyond question or criticism, a pure water supply from outside the grounds has been put in, new sinks constructed, fresh tentage furnished and new tent floors built. The canvas and tent floors will be thoroughly inspected on the last day of the encampment by officers detailed from brigade headquarters, if found defaced, cut or injured, the occupants of the damaged property will be reported to the commandant of their organization, who will deduct the damage from the pay of the offending persons and report the names of the offenders to the Adjutant-General for further action.

Officers commanding companies, platoons, and sections, are directed to read this paragraph to their commands before dismissal to quarters upon arrival at their organization streets.

X. Calls for drills and ceremonies will be sounded from brigade headquarters, and immediately repeated from right to left down the line by regimental and battery trumpeters. Musicians' call will be sounded at brigade headquarters fifteen minutes before reveille, drill, guard mounting, parade, retreat and tattoo. Assembly will be sounded ten minutes before drills and ceremonies.

XI. The commanding officer of Battery A will cause one gun to be fired at reveille and retreat.

XII. Captain Frederick A. Hill, Aide-de-Camp, is hereby detailed as acting provost marshal in addition to his other duties.

XIII. Passes to leave the camp ground will not be issued to enlisted men except for imperative causes. No officer will leave the ground except with permission of his superior officer.

XIV. All trumpeters will report to the Chief Trumpeter of the brigade at the flag staff each evening at 6.25, and sound retreat.

XV. The Medical Director will make a thorough inspection, morning and evening of each day, of food supplies, kitchens, garbage, sinks and general sanitary condition of the camp, and report to the Brigade Commander the result of each inspection.

XVI. Medals prescribed by regulations may be worn on undress blouses.

XVII. By authority of the law of the State the sale of spirituous and malt liquors within one mile of the encampment is hereby prohibited.

By order of

BRIGADIER-GENERAL RUSSELL FROST.

Official: JOHN H. WADE,

Lieutenant-Colonel and Assistant Adjutant General.

SANITATION AND HEALTH.

Because of the prevalence of typhoid fever among United States troops occupying the State camp ground last summer and the danger of typhoid infection to new troops going into the camp, the state encampment of 1898 was abandoned. The paramount duty of the military authorities of the State, this year, was to cause the state camp ground to be put into such a condition of cleanliness and general sanitation as to insure safety to our citizen soldiery from disease, remove all menace to their health, allay apprehension prevailing among their relatives and friends, and disarm criticism from a hygienic standpoint.

Under a sense of this responsibility, the Commander-in-Chief with the Adjutant-General, the Quartermaster-General, the Surgeon-General and myself, made repeated visits to the camp ground investigated conditions there, and carefully considered plans for effecting the desired results. After consultation with sanitary experts and military men of field and campaign experience, it was decided to abandon the then existing water supply, to install an entirely new plant with driven wells, as the source of supply located outside the grounds on land to be purchased for that purpose, to burn all mattresses and tent floors used by the United

States troops, to excavate anew the sinks and latrines and rebuild them with cement bottoms and sides to make them easily to be cleaned by flushing, or removal of accumulations, and to thoroughly disinfect and repaint the sink buildings as well as all other structures to be used in any way by the brigade in Camp.

These plans were effectively carried out. New water pipes were laid through the camp distributing the supply most conveniently to headquarters, streets, kitchens, mess-houses and stables, all old piping being abandoned; waste pipes were connected with the sewer or other drains; the supply was forced by pumps from the wells throughout the camp with ample pressure, so that the troops had pure water, abundantly supplied from a plant of sanitary qualities beyond possible question. New mattresses, new tent floors and new tentage also was supplied by the Quartermaster-General in place of the mattresses, floors and canvas used the preceding Summer. During the encampment screens were hung over the sinks to darken the pits and prevent the gathering of flies and possible conveyance by them of infection to kitchens and food supplies.

The result of these labors and precautions was that no typhoid symptoms appeared during the encampment and no case of typhoid among officers or men has been since reported. The health of the troops was up to the highest standard ever reached; all men either in hospital or on light duty had only temporary ailments; no case of serious sickness or disease developed in camp.

NUMERICAL STRENGTH.

Excepting the Second Regiment and the Machine-Gun Battery, the organizations of the brigade suffered materially from the changes connected with their service in the Spanish-American war and in their re-organization after heavy discharges following their return from that service. In view of the difficulties and serious obstacles under which officers and men labored in their work of re-building their depleted commands, the condition of all these organizations, except the Third Regiment, was highly satisfactory and reflected great credit upon their members. The Third Regiment being the last organization to be mustered out of the United States service, and laboring under special limitations of locality and condition, had not had sufficient time to recoup its heavy losses and approach its old standard of membership. It reported in camp with only three hundred and sixty-four officers and men,

and had but three hundred and seven present during the last half of the week. It is hoped that the zeal, energy and well-applied, practical work necessary to soon restore this command, at the least, to the membership required by law of its organizations, will not be found wanting in its commanding officers.

DRILLS.

Excluding Second Regiment officers,—which regiment had not been in the federal service—every field officer of the brigade in camp was new in his position, and that was the fact with reference to more than three-fourths of all the other officers, line and staff, of the brigade. Considering this status and the further fact that more than fifty per cent. of the enlisted men were new to the service, the drills in both close and extended order were performed creditably and with more intelligence and promptness than was expected. Marked improvement, specially in close order drills, was conspicuous as the work of the encampment progressed.

GUARD DUTY.

For the purpose of bringing regimental commanders into immediate authority over their guard details, and more direct responsibility for the performance of guard duty in their respective commands, I changed the guard system from the brigade guard, which had formerly been maintained, to regimental guards about each regiment's camp, with special guards for general and brigade headquarters and at the entrance. Weighing its advantages and objections it was an experiment of doubtful success, and in operation did not fully demonstrate its desirability as a permanent system. There was lack in some sentinels on post; of independence and force in exercising their authority over men in their own commands, and there was considerable passing of guards that should have been prevented by details having so small territory to cover, but on the whole, it may be fairly said that guard duty, allowing for the inexperience of new men, was fully up to the average standard. In the Second Regiment with its more experienced men, this duty was performed greatly to its credit.

PROVOST GUARD.

The Provost Guard performed its service with ability and force. The acting provost marshal and his officers and men of the guard were prompt and diligent, and so impressed their energy in

the first days of the camp upon men disposed to be off the grounds without leave, that the latter part of the week furnished but little active duty for the guard.

SUBSISTENCE.

The particularly gratifying feature of this encampment was the successful adoption of the system of issuing, cooking and serving rations based upon regular army practice. The innovation was contemplated by my orders for last year's camp duty, when, because of the small number of troops to go to camp, it was thought that the experiment could be more safely tried. That trial being prevented by the abandoning of that encampment, it was the opinion of the Adjutant-General, concurred in by some officers and dissented from by others, that time had come when Connecticut soldiers should have the practical training in relying upon themselves for subsistence which should fit them for field work in an emergency and bring them closer to the every-day, necessary discipline of men in active service. The hiring of cooks outside the service was forbidden and the work of cooking and serving rations was limited to men liable for military duty and regularly enlisted. The ration allowed was the regular army ration with slight additions to make the food a little more palatable. Provision was made for acting regimental and battery commissaries and company commissary-sergeants. I was authorized to order cooks and commissary officers into camp on Saturday preceding the encampment for special instruction preparatory to their duties for the following week. The work of the Commissary-General in systemizing the issue and distribution of rations, and his supervision of the instruction of cooks and commissaries contributed in large degree to the successful result of this radical change. General interest was manifest throughout the brigade; no delays in serving meals interfered with daily duty; the food and cooking were so satisfactory that complaints were rare and the few made were readily met and disposed of. Officers who had doubted the wisdom of the attempt expressed their unqualified approval of the system, and joined in the general congratulations over the progress made in the practical work of the soldier. The Buzzacott oven was fairly satisfactory, and with the other utensils furnished, is sufficient for present needs. Whether they make the best field cooking outfit is a question we may have to meet.

ADJUTANT-GENERAL'S REPORT.

POLICING.

The general policing of the camp was good, that of the parade ground, the company and officers streets, brigade and general headquarters was excellent. At times there was carelessness and neglect of policing about the kitchens, the places of all others where it should be most thorough. Radical improvement must be made there and at the stables of Battery A, where manure was sometimes allowed to lie for considerable time where dropped by the horses.

DISCIPLINE.

The general discipline of the camp was excellent; no encampment in my experience has equalled this in quiet and good order at night. A spirit of earnest work, general desire for instruction and advancement in military efficiency, respect for superior authority, prompt and cheerful obedience of orders, and soldierly conduct gave gratifying evidence of the serious purpose of officers and men in their performance of military duty and of manly pride in their service as soldiers of their state. Only those who are brought into close touch with this brigade and have knowledge of the time and labor generously given to its interests, can appreciate the faithful service and disinterested devotion of the men who are doing the military work of the state, with no reward in many cases except the good of the service promoted and the consciousness of duty done.

RE-ORGANIZATION.

I am of the opinion that no action is immediately necessary toward a general re-organization of the military force of the state. If the work is to be taken up at all, it should be thorough, along the line of reducing the number of organizations, making battalions where there now are regiments, cutting off top-heavy rank among all staff officers, and creating a compact, practical working force conforming to the regular army in organization, equipment and discipline. Until the Congress shall by law adopt a settled system for the United States army, no radical changes should be made here.

RECOMMENDATIONS.

The present condition of uniform and equipment of the brigade is so great an advance upon the condition before the Spanish-American war, that congratulation in place of complaint is in order. All the infantry has the Springfield rifle in good order. The new webb cartridge belts, blanket bags, haversacks, canteens and meat cans conform to the regular army equipment; the new double breasted overcoat with detachable cape is appreciated by the men who had the old single breasted pattern.

I renew my recommendation of two years ago that blue shirts be supplied to enlisted men for camp and field work, for the reason then stated. New record books are needed generally through the brigade and a better system of records as well. The present is a favorable time for the change. As soon as possible the antiquated and unserviceable muzzle loading guns of Battery A should be superceded by modern steel guns; new machine-guns in place of the present defective ones are as urgently needed. In view of the new system of subsistence, each regiment should have a staff commissary either in place of the present paymaster or performing both duties. I specially recommend that at least the enlisted men in camp be paid on the last day of the encampment. The work could be done in the morning, and the leaving time of the brigade only slightly, if at all, postponed. Most of the men not having their usual wages or pay, need the money. All discounting of camp pay could thus be avoided. I believe it is entirely practicable to pay the brigade in this way.

I wish to thank the Commander-in-Chief for his presence in camp. This evidence of his interest in the work of the brigade was an incentive to the troops to render their best service and display a soldierly pride in conduct and duty.

I tender my appreciative acknowledgements to the Adjutant-General for his zealous and intelligent labors towards the welfare and progress of the brigade, and for his unfailing assistance in laying out and carrying on the work of the encampment.

Special duties and responsibilities fell to the Quartermaster-General, the Surgeon-General and the Commissary-General, all of which were met and discharged with fidelity and signal success.

A substantial satisfaction over the results of the camp was had in the commendation of officers of both the regular and volunteer service of the United States, who declared our troops equal in general intelligence and efficiency to the federal volunteer force, and a brigade of which Connecticut has cause to be proud.

Very respectfully,

Your obedient servant,

RUSSELL FROST,

Brigadier-General Commanding Brigade, C. N. G.

[7]

**SUPPLEMENTARY REPORT OF BRIGADIER-GENERAL
RUSSELL FROST, COMMANDING BRIGADE, C. N. G. EM-
BRACING EXTRACTS FROM REPORT OF MAJOR HOWARD
A. GIDDINGS, BRIGADE INSPECTOR.**

BRIGADE HEADQUARTERS,

CONNECTICUT NATIONAL GUARD,

SOUTH NORWALK, CONN., Sept. 30, 1899.

Adjutant-General, State of Connecticut.

SIR:

The following extracts from the annual report of the brigade inspector to the brigade commander, relating to inspections at the encampment of 1899, I have the honor to forward with the suggestion that they be printed with other military reports.

Very respectfully,

RUSSELL FROST,

Brigadier-General Commanding Brigade, C. N. G.

The strength of the brigade at the encampment, including the Staff, Battery A, four Regiments, Machine-Gun Battery and Signal Corps was 2,250.

The troops arrived very early on Monday, August 21st, and by noon were all well established in camp. Battery A was scheduled to arrive at 8:15 o'clock, A. M., the 2nd Regiment at 8:25 o'clock A. M., the 4th Regiment at 8:45 o'clock A. M., the 1st

Regiment at 9:05 o'clock A. M., and the 3rd Regiment at 9:45 o'clock A. M. The Machine Gun Battery and the Signal Corps arrived by sections with the regiments. The trains arrived generally on time and all the organizations reported at camp for duty promptly. The baggage trains left the home stations of the regiments on Sunday night, and all baggage had been unloaded at quarters in camp by seven o'clock A. M., Monday.

The articles composing the ration at camp were:

(Fresh beef)	(Onions)
(Fresh mutton)	(Canned Tomatoes)
(Bacon)	(Canned peaches)
(Ham)	
Cheese	Coffee
(Flour)	Sugar
(Soft bread)	Pepper
(Hard bread)	
(Corn meal)	
	Canned salmon
Baking powder	
	Soap
(Beans)	
(Peas)	Candles
(Rice)	
	Pickles
Potatoes	
	Condensed milk

(Brackets indicate that a choice of articles bracketed is allowed).

Quarters were inspected on Tuesday, Wednesday and Friday at 7:30 o'clock A. M. On Thursday the inspection was omitted on account of rain. The tents were generally well dressed. Some minor changes in the bill of dress are needed for another encampment. The policing of the company streets was admirable. The kitchens, mess houses and sinks were not well policed.

The rating at inspection of quarters and policing of company streets was as follows:

	Quarters.			Policing.			Average.	
	Tues.	Wed.	Fri.	Tues.	Wed.	Fri.	Quar- ters.	Polic- ing.
1st Regiment,	40.	99.	93.	90.9	100.	100.	77.3	99.9
2nd Regiment,	90.9	90.	97.2	99.	100.	100.	95.7	99.
3rd Regiment,	100.	90.	100.	100.	100.	100.	96.6	100.
4th Regiment,	88.8	99.4	97.7	100.	100.	100.	95.3	100.
Battery A,	100.	100.	90.	100.	100.	100.	96.6	100.
M. G. Battery,	99.2	100.	100.	100.	100.	100.	99.7	100.
Signal Corps,	97.5	100.	95.	100.	100.	100.	97.5	100.

Average for Brigade for week—Quarters, 94.1. Policing, 99.8.

The marking of books in the tables appended is upon the following basis:

Excellent 5. Good 4. Fair 3. Poor 2. Bad 1. Not produced 0.

REGIMENTAL HEADQUARTERS.

[illegible]

FIRST REGIMENT.

		Record Book.	Muster and Descriptive Book.	Property Book.	Morning Report Book.	Sick Book.	1st Sergeant's Book.	G. O. File.	S. O. File.
COMPANY	A,	5	5	5	5	5	5	Not Rated.	Not Rated.
"	B,	5	5	5	5	5	5		
"	C,	5	5	5	5	5	5		
"	E,	5	5	5	5	5	2		
"	F,	5	5	5	5	5	5		
"	G,	0	5	5	5	5	5		
"	H,	5	5	5	5	5	5		
"	I,	5	5	2	5	5	5		
"	K,	5	5	5	5	5	5		

SECOND REGIMENT.

		Record Book.	Muster and Descriptive Book.	Property Book.	Morning Report Book.	Sick Book.	1st Sergeant's Book.	G. O. File.	S. O. File.
COMPANY	A,	5	5	5	5	5	2	Not Rated.	Not Rated.
"	B,	5	5	5	5	5	5		
"	C,	5	5	5	5	5	5		
"	D,	5	5	5	5	5	4		
"	E,	5	5	5	5	5	5		
"	F,	5	5	5	5	5	5		
"	G,	5	5	5	5	5	5		
"	H,	5	5	0	5	5	5		
"	I,	5	5	5	5	5	5		
"	K,	5	5	5	5	5	5		

THIRD REGIMENT.

	Record Book.	Muster and Descriptive Book.	Property Book.	Morning Report Book.	Sick Book.	1st Sergeant's Book.	G. O. File.	S. O. File.
COMPANY A,	0	3	3	5	0	2	Not Rated.	Not Rated.
“ B,	5	5	5	5	5	5		
“ C,	4	5	5	5	5	0		
“ D,	5	5	5	5	5	5		
“ E,	5	5	0	5	5	5		
“ F,	5	5	5	5	5	5		
“ G,	5	5	5	3	5	2		
“ I,	5	5	5	5	0	2		

FOURTH REGIMENT.

	Record Book.	Muster and Descriptive Book.	Property Book.	Morning Report Book.	Sick Book.	1st Sergeant's Book.	G. O. File.	S. O. File.
COMPANY B,	0	4	4	5	5	5	Not Rated.	Not Rated.
“ C,	5	5	5	5	5	5		
“ D,	5	5	0	5	5	5		
“ E,	0	5	5	5	5	2		
“ F,	0	3	5	0	0	5		
“ G,	5	4	3	5	5	5		
“ I,	5	5	5	5	5	5		
“ K,	5	0	3	5	5	5		

	Record Book.	Muster and Descriptive Book	Property Book.	Morning Report Book.	Sick Book.	1st Sergeant's Book.	G. O. File.	S. O. File.
BATTERY A.								
1st PLATOON.	5	5	2	5	5	5		
2d PLATOON.	5	5	5	5	0	5		
MACHINE-GUN BATTERY.								
1st SECTION.	5	5	5	5	5	5		
2d SECTION.	5	5	5	5	5	5		
3d SECTION.	5	5	2	5	0	5		
4th SECTION.	5	1	5	5	0	1		
SIGNAL CORPS.								
1st SECTION.	5	5	3	5	5	5		
2d SECTION.	5	5	5	5	5	5		
3d SECTION.	0	5	5	5	5	5		
4th SECTION.	5	5	5	5	5	5		
							Not Rated.	Not Rated.

[8]

**REPORT OF CAPTAIN FREDERICK A. HILL, AIDE-DE-CAMP,
BRIGADE C. N. G., [ACTING PROVOST MARSHAL.]**

NORWALK, CONN., August 26, 1899.

*Brigadier-General Russell Frost,
Commanding Brigade, Connecticut National Guard.*

SIR :

I have the honor to report for the Provost Guard at Camp Lounsbury, August 21-26, 1899, in accordance with Par. XII, G. O., No. 4, B. H., South Norwalk, Connecticut, August 11, 1899, by which I was detailed as Provost Marshal of this Camp.

First Lieutenant Edward O. Gruener, Second Regiment, and Second Lieutenant William H. Scheuy, First Regiment, reported to me August 21, at 2 00 P. M., for duty with the Provost Guard.

The Guard consisted of 2 lieutenants, 3 sergeants, 8 corporals and 34 privates, a total of 47 men.

On Monday and Tuesday most of the guard were on duty from early morning until after taps, and the town was strongly patrolled, members of the guard being stationed at each street corner, and a large patrol was constantly making the rounds. On the arrival and departure of each train four members of the guard were stationed at each entrance to the train to arrest men without passes.

Every man found out of Camp without a pass was at once returned to his regimental commander. The result of this system was that it soon became known in camp that it was practically impossible to leave camp without being arrested, and after Tuesday only one or two men were found out of camp without passes.

On Monday and Tuesday nights the dance hall in the grove north of the camp was visited by the guard in force. Few men were found the first time because in some way news that the guard

was on its way there had preceded it, and those who had no passes had scattered. On Tuesday night the guard arrived there before the hall opened, and very few men appeared.

The vigilance of the guard during the first two days of camp made the work very light during the remainder of the week, for thereafter it was only rarely that any enlisted man was found out of camp without a pass.

No case of intoxication or disorder was observed, excepting that of an artillery man from Fort Trumbull who was arrested by the guard under your orders, on account of an assault committed in the camp. He was turned over to the civil authorities by your direction.

The authorities of Niantic and the citizens state that they have never seen so few soldiers about the streets during camp week as there were this year, which seems to me to be a very good tribute to the thoroughness with which the guard did its duty.

In conclusion I desire to express my personal thanks not only to the individual members of the guard, but particularly to 1st Lieutenant Gruener to whose constant activity and thoroughness in carrying out orders was due much of the efficiency of the guard.

Very respectfully, your obedient servant,

FREDERICK A. HILL,

Captain and Aide-de-Camp, Brigade, C. N. G.

(Acting Provost Marshal).

[9]

REPORTS OF COMMANDING OFFICERS, C. N. G. REGARDING
SPRING PARADES, 1899.

Reports of Brigadier-General Russell Frost, Commanding Brigade,
C. N. G.

BRIGADE HEADQUARTERS,
CONNECTICUT NATIONAL GUARD,
SOUTH NORWALK, CONN., June 13, 1899.

Adjutant-General, State of Connecticut.

SIR:—

I have the honor to report that in compliance with G. O., No. 11, A. G.-O., c. s., I issued the following General Orders from these headquarters:

BRIGADE HEADQUARTERS,
CONNECTICUT NATIONAL GUARD,
SOUTH NORWALK, CONN., May 10, 1899.

GENERAL ORDERS, }
No. 2. }

I. In pursuance of G. O., No. 11, A.-G. O., c. s., the First, Second, Third and Fourth Regiments will parade one day by regiment as follows:—

First, Hartford, 18th instant.

Second, New Haven, 25th instant.

Third, New London, 30th instant.

Fourth, Bridgeport, 26th instant.

II. Regimental commanders, in compliance herewith, will issue such orders and prescribe such drill and duty as in their judgment will best promote the interest and efficiency of their respective commands.

III. The Machine-Gun Battery will parade as a battery at New Haven on the 25th instant under orders of the commanding officer, who will prescribe such drills and duty as he deems best for his organization.

IV. Commanding officers will promptly make requisition on the Quartermaster-General for transportation of their commands.

V. Triplicate pay-rolls for duty will be prepared, completed and forwarded in compliance with orders and regulations.

VI. Orders for parade of Signal Corps, First Separate Company and Naval Battalion will follow.

By order of

BRIGADIER-GENERAL RUSSELL FROST.

Official:

JOHN H. WADE,

Lieutenant-Colonel and Assistant Adjutant-General.

Subsequently, I issued special orders as follows: May 13, 1899, for the parade of the First Separate Company at New Haven on May 18th, 1899.

May 16, 1899, for the parade of the Naval Battalion, excepting the Second Division, at New Haven on the 28th of May 1899, and for the parade of the Second Division at Hartford on the 25th of May, 1899.

May 16th, 1899, for the parade of Sections Signal Corps, which order was by special orders of May 22, 1899, modified to permit the parade of the united corps on a day to be fixed by the Brigade Signal Officer.

Officers of the brigade staff were detailed to inspect parade as follows:

Lieutenant-Colonel John H. Wade, A. A.-G., Brigade, to inspect the Machine-Gun Battery and assist the brigade commander in the inspection of the Second and Fourth Regiments.

Major Henry S. Terrell, Brigade Inspector, to inspect the First Separate Company.

Major James K. Crofut, Brigade Commissary, to inspect the Naval Battalion, and assist the brigade commander in the inspection of the First Regiment.

Major William H. Marigold, Brigade Quartermaster, to assist the brigade commander in the inspection of the Fourth Regiment.

Captain William F. M. Rogers, Brigade Signal Officer, to inspect the Signal Corps.

I attended the parades of the First, Second and Fourth Regiments.

By special orders from your office under date of May 17th, 1899, Companies E and I were excused from parade with the First Regiment.

On May 18th, 1899, under orders of the Colonel commanding, the First regiment, excepting Companies E and I, assembled at its armory, Hartford, at 8 o'clock A. M. The morning report of the command as assembled showed an actual membership of 91.9 per cent. of maximum membership, and attendance at parade of 83.3 per cent. of actual membership, a gratifying showing in view of the disorganized condition of the companies subsequent to their discharge from the U. S. service in the Spanish War. The record of membership and attendance reflects credit upon officers and men in their efforts to reorganize and build up the command.

At 8.30 A. M. the regiment was formed on the street in front of the armory. The command then marched to Colt's meadows, about two miles distant, for field drill. There, an hour was given to company drill in close and extended order, an hour to battalion and regimental drill in close order and an hour to drill in extended order. The movements were creditably executed as a whole; the discipline of the command was good, and the military conduct and deportment of officers and men were a credit to the National Guard. Lunch was served on the field by hired caterers. After lunch the command marched back to the armory. A street parade was then made on the principal streets of the City of Hartford which was followed by a review at the Capitol by the Commander-in-Chief, the turning over into the custody of the State of colors carried by the Regiment in the Spanish War, and in conclusion of the ceremonies, a regimental parade.

Below is an abstract of the consolidated morning report :

CONSOLIDATED MORNING REPORT, MAY 18th, 1899.

	Max.	Members.	Present.	Absent.
Field, Staff and Band,	54	53	49	4
Company A,	68	62	52	10
“ B,	68	63	48	15
“ C,	68	64	56	8
“ F,	68	63	52	11
“ G,	68	54	43	11
“ H,	68	66	45	21
“ K,	68	62	61	1
	<hr/> 530	<hr/> 487	<hr/> 406	<hr/> 81

On May 25th, 1899, under orders of the Colonel commanding, the Second regiment should have assembled at the armory in New Haven at 8 o'clock A. M., but delays in the transportation of companies located out of New Haven were such that the regiment was not formed until after nine o'clock when with one company still unreported, it marched to Goff Street lot where the rest of the morning was devoted to close and extended order drill by battalion. The place was well adapted to extended order drill, bluffs, thin woods, meadows, stone walls and fences afforded favorable conditions for extended order, battle formation and execution. The manoeuvres of both battalions were well performed and gave evidence of intelligent instruction on the part of officers and men. Shortly after noon the command returned to the armory where lunch was provided by a caterer. About 2:30 o'clock, a street parade through some of the principal streets of New Haven was begun, and a regimental parade on the green finished the exercises of the day in time for the organizations to leave at five o'clock for home stations. The morning report showed actual membership to be 94.1 per cent. of maximum membership, and attendance on parade to be 94.6 per cent. of actual membership, a creditable record for the organization. Military discipline was good and the deportment of officers and men, excellent. The command is in a commendable condition of organization, discipline and general efficiency.

Below is an extract of the morning report.

	PRESENT		ABSENT.		Total
	Officers	Enlisted Men	Officers	Enlisted Men	
Field, Staff, N. C.					
Staff and Band,	11	32	1		44
Co. A	3	61		4	68
Co. B	3	58		3	64
Co. C	3	57		1	61
Co. D	1	53		3	57
Co. E	2	62		2	66
Co. F	3	65			68
Co. G	2	59	1	4	66
Co. H	3	52		8	63
Co. I	3	63		2	68
Co. K	3	55		8	66
	<hr/> 37	<hr/> 617	<hr/> 2	<hr/> 35	<hr/> 691

The Fourth regiment was ordered by its commandant to report at the Bridgeport armory at 8 o'clock a. m., but delay in transportation prevented the assembly of the command until about 9.30 o'clock, when it was formed for march to Seaside Park for field work. A large crowd of spectators gathered at the Park and interfered seriously with close order drill and prevented extended order entirely. Battalion drill in close order occupied the remainder of the morning, when lunch was served at the Park. Some guard duty was had and a regimental parade finished the field exercises. A street parade through central parts of the city was made and the command at a point on Main street was reviewed by the brigade commander. The morning report showed actual membership to be 86.8 per cent. of maximum, and attendance to be 82.5 per cent. of membership. This command is still affected by disruption during the Spanish war, but its condition is hopeful and encouraging. There was serious breach of discipline in the conduct of several members of Co. D, against whom adequate penalties should be enforced. Excepting their conduct, the military deportment of officers and men was creditable. Discipline in general can, and I am confident will, be improved. The parade of this command by regiment was of great value and benefit in bringing officers and men together and demonstrating to them that they still had a well organized and equipped regiment. It was an incentive to better work for their respective organizations and a stimulus to raise higher the standard of their commands.

Below is an extract of the morning report.

	PRESENT	ABSENT	TOTAL
Field, Staff and Band,	51	1	52
Co. B	54	6	60
Co. C	52	16	68
Co. D	48	9	57
Co. E	55	6	61
Co. F	31	36	67
Co. G	41	11	52
Co. I	53	6	59
Co. K	43	1	44
	<hr/> 428	<hr/> 92	<hr/> 520

It can be said of the three parades this year by regiment that increased interest, greater esprit de corp, and quickened enthusiasm has been aroused, which can confidently be predicted to materially promote the benefit of the service.

You are well advised from issues recently approved at your office, of the condition of uniforms and equipment of the three regiments named.

In pursuance of S. O. No. 129, A. G. O. c. s., I postponed by special orders No. 9, c. s., the parade of the Third regiment until further orders.

* * * * *

I have the honor to be,

Very respectfully,

Your obedient servant,

RUSSELL FROST,

Brigadier-General Commanding Brigade, C. N. G.

BRIGADE HEADQUARTERS,

CONNECTICUT NATIONAL GUARD,

SOUTH NORWALK, CONN., July 8, 1899.

Adjutant-General, State of Connecticut.

SIR:—

I have the honor to report that in pursuance of G. O. No. 11, A. G. O., c. s., I attended the parade of Companies E and I, First Regiment, at New Britain, on June 28th, 1899, the parade of these organizations having been postponed by S. O. No. 115, A.-G. O., c. s., and again ordered by S. O. No. 164, A.-G. O., c. s., and the time fixed in pursuance thereof by S. O. No. 10, B. H., c. s.

The companies assembled at the State Armory, New Britain, at 7 o'clock A. M. and took special trolley cars to the public park about three miles from the city. A steady rain set in soon after the commands reached the park, so that long continued drill was impossi-

ble without drenching the men. The companies were formed three times and drilled a short time in close order when the storm temporarily lessened. A large part of the morning, the men being under cover, was occupied by examination and theoretical instruction in guard duty and school of the soldier by Major Charles H. Moore, under special orders from Colonel Edward Schulze, for such examination and instruction. After dinner, which was served at the park, the rain still continuing, the companies by direction of Major Moore returned to the Armory where the remainder of the day was spent in drill and instruction in guard duty.

In view of the troubles through which these companies have recently passed, they are now in a condition of organization and discipline which reflects much credit on officers and men. Good work is now being done and much interest manifested in both commands which I do not doubt will result in increased efficiency and a still higher standard of organization.

Company E had 84 per cent. of maximum membership and an attendance of 84 per cent. of actual membership. Company I had 93 per cent. of maximum membership and an attendance of 92 per cent. of actual membership.

Below are abstracts of the morning reports of the commands :

COMPANY E.				COMPANY I.			
	Present.	Absent.	Present and Absent.		Present.	Absent.	Present and Absent.
Captain,	1		1				
1st Lieutenant,				1			1
2d Lieutenant,				1			1
Sergeants,	6		6	6			6
Corporals,	7	1	8	7	1		8
Trumpeters,	1		1	1			1
Musicians,	2		2				
Privates,	31	8	39	42	4		46
	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>
	48	9	57	58	5		63

I am very respectfully,

Your obedient servant,

RUSSELL FROST,

Brigadier-General Commanding Brigade, C. N. G.

BRIGADE HEADQUARTERS,

CONNECTICUT NATIONAL GUARD,

SOUTH NORWALK, CONN., July 12, 1899.

Adjutant-General, State of Connecticut.

SIR:

I have the honor to report that pursuant to G. O. No. 11, A. G. O., c. s., I attended the parade of the Third regiment at New London on the 30th ult., the parade having been postponed by S. O. No. 129, A.-G. O., c. s., from May 30th, 1899, as fixed by G. O. No. 2, B. H., c. s., and again ordered by S. O. No. 164, A.-G. O., c. s., in pursuance of which, S. O. No. 10, B. H., c. s., was issued designating June 30th, ult., as the day for the parade. In said G. O. No. 10, I directed Colonel George Haven to prescribe such duty for the day as he deemed best to promote the efficiency of his command.

The regiment by his orders assembled at the armory, New London, at 10 o'clock a. m. It was formed soon after that hour, all organizations of the regiment reporting, and marched to the public ball ground about two miles distant for drill. Close order drill by regiment occupied the greater part of the day. A regimental review was had in the afternoon, the reviewing officer being myself.

The condition of the command, considering its almost disorganized state following its return from the Spanish war, is encouraging. The attendance was only 74 per cent. of membership, and actual membership was less than 76 per cent. of maximum membership. The small percentage of attendance is attributed by Colonel Haven to the failure of company commanders to secure the discharge of non-residents who were in the U. S. service. The low percentage of membership is largely due to the small numbers of Company D with a membership of 37 and of Company I with 22. The average membership of the other Companies is 85.5 of maximum.

The wisdom of ordering the field day of this command by regiment was amply demonstrated by the effect of the day's service as a united organized regiment. It awakened the interest of officers and men in their own companies and in their regimental organization as well, and stimulated them to renewed energy and

activity in the service. I am hopeful that between now and the annual encampment much progress in the continued up-building of the regiment will be made, and I am confident that both field and line officers gathering inspiration from the reuniting of the command as a regimental organization, will be diligent and enthusiastic in raising this regiment to its former standard of military efficiency. The discipline of the command was good.

I forward herewith, the consolidated morning report of the regiment for the day.

	Present	Absent	Present and Absent
Field, Staff, Non-Com. Staff and			
Hospital Corps, - - - -	19	4	23
Company A, Captain John J. Lawless, -	36	25	61
" B, " John F. Murphy, -	31	17	48
" C, " Harry E. Comstock, -	34	3	37
" D, " David Conner, -	25	29	54
" E, " James Cochrane, -	49	9	58
" F, " Kent A. Darbie, -	51	9	60
" G, Second Lieut. George Wilbur, -	54	14	68
" I, First Lieut. Albert P. Ware, -	17	5	22
Total, - - - - -	316	115	431

I am very respectfully,

Your obedient servant,

RUSSELL FROST,

Brigadier-General Commanding Brigade, C. N. G.

**Report of Colonel Charles L. Burdett, Commanding First Regiment,
C. N. G.**

HEADQUARTERS FIRST REGIMENT, C. N. G.

HARTFORD, CONN., May 19, 1899.

Adjutant-General, State of Connecticut.

SIR :

I have the honor to submit the following report of the spring parade of the First Regiment, C. N. G., on May 18, 1899, in compliance with G. O., No. 11, A.-G. O., c. s.

At that time the Regiment was composed of nine companies, Company D of New Britain having been disbanded by order of the Commander-in-Chief.

* * * * *

During the preceding drill season, beginning on the first of November, 1898, the First Regiment had been excused from the operation of the regular routine and the ordering of drills placed within the discretion of the Colonel commanding. In view of the fact that the companies could not be provided with uniforms, but few drills were had until the month of April, 1899.

The command assembled at the Armory at 8 A. M., on May 18th, and the Regiment being formed, proceeded to Colt's Meadow where it was exercised in company drill, battalion drill and regimental drill for about four hours. The companies were then dismissed for the noon meal, and after that the Regiment reformed and returned to the Armory on Elm street.

A special company was then formed of ex-members of the First Connecticut Volunteer Infantry who had seen service with the Regiment during the Spanish-American war, this company being largely made up of the ex-members of the then First Regiment, C. N. G. This company acted as the color company, and was officered by ex-Captain Martin Laubscher, 1st Lieutenant Wm. A. Sparks and ex-2nd Lieutenant Raymond G. Kenney.

The command left the Armory at 2.30 for a street parade and at 3.30 was reviewed by His Excellency, Governor Lounsbury, on the park south of the Capitol. After the review a regimental parade was had and a special formation for the turning over to the State of the colors which had been carried by the Regiment during the war.

The colors were received by His Excellency, Governor Lounsbury with a speech in which the Regiment was thanked for the services rendered, congratulated on its record, and welcomed back. The colors were carried during the parade by Sergeants Leslie and Neddo, who had carried them for the greater part of the time during the war service. These colors were the ones which had been presented to the Regiment at Bucksport, Maine, on July 4th, 1898, on behalf of the citizens of Hartford.

After this ceremony the Regiment returned to the Armory and there a memorial tablet, which had been erected to the memory of those members of the First Regiment who had died as a result of service in the Spanish-American war, was unveiled with appropriate ceremonies in the presence of the Commander-in-Chief, his staff and invited guests.

The following tabulated statement of membership and attendance is submitted :—

CONSOLIDATED MORNING REPORT, May 18th, 1899.

	MAXIM MEMB.	ACTUAL MEMB.	PRESENT.	ABSENT.	%
Field, Staff and Band and H. C.,	54	53	49	4	92
Company A,	68	62	52	10	84
Company B,	68	63	48	15	76
Company C,	68	64	56	8	87
Company F,	68	63	52	11	82
Company G,	68	54	43	11	80
Company H,	68	66	45	21	68
Company K,	68	62	61	1	98
	530	487	406	81	92

Companies E and I were excused from parade.

Field, Staff, Band and Hospital Corps and 7 companies paraded.

Maximum Membership,	530
Actual Membership,	487
Perc. of Membership,	92
Perc. of Attendance,	87

At this time 69 per cent. of the Regiment (exclusive of the Band) was made up of veteran members of the First C. V. I. who had seen service during the war.

There is also submitted herewith a copy of the matter appearing on the tablet.

* * * * *

I wish to express to His Excellency, Governor Lounsbury, Commander-in Chief, the thanks of the Regiment for his courtesy in accepting the review, receiving the colors with kind remarks and attending the memorial service.

Very respectfully,

Your obedient servant,

CHARLES L. BURDETT,

Colonel Commanding First Regiment, C. N. G.

FIRST CONNECTICUT INFANTRY U. S. VOLUNTEERS.

FIRST REGIMENT, C. N. G.

In memory of those soldiers of this Command who died as a result of service in the Spanish-American War, 1898-1899.

COMPANY A.

Musician John W. Lehnemann, September 24, 1898.

COMPANY B.

John P. Flynn, May 5, 1898.

COMPANY C.

Sergeant James W. Milne, September 26, 1898.

Felix Gross, September 25, 1898.

COMPANY D.

Sergeant Walter S. Belden, October 28, 1898.

COMPANY E.

Corporal Frederick H. Westover, October 17, 1898.

Cornelius F. Kane, October 12, 1898.

David Carlson, October 15, 1898.

Andrew Prior, October 2, 1898.

John J. Donahue, October 22, 1898.

COMPANY F.

Charles C. Cloyes, May 12, 1898.

Louis A. Norris, October 11, 1898.

COMPANY G.

Frank P. Donnellan, October 20, 1898.

COMPANY I.

William F. Chute, Jr., September 3, 1898.

Oliver Orton, October 28, 1898.

Christie Larsen, November 14, 1898.

Alfred K. Peterson, November 16, 1898.

COMPANY K.

Irving Dimock, September 21, 1898.

Merlin A. Pierce, September 27, 1898.

Charles D. Gale, October 7, 1898.

Arthur W. Zoller, October 18, 1898.

COMPANY L.

Arthur C. Lucchini, October 20, 1898.

The Nation called; they answered with their lives.

Report of Colonel Lucien F. Burpee, Commanding Second Regiment,
C. N. G.

HEADQUARTERS SECOND REGIMENT,
CONNECTICUT NATIONAL GUARD,
WATERBURY, CONN., MAY 29, 1899.

Adjutant-General, State of Connecticut.

SIR:—

I have the honor to report that in pursuance to G. O. No. 11, A. G. O. c. s. and G. O. No. 2, Brigade Headquarters, c. s., this regiment was assembled in the New Haven Armory, Thursday, May 25th, at 8 A. M. for one day's drill and instruction. The formation was delayed three-quarters of an hour to await the arrival of Companies A and G, who were delayed by the failure of the New York, New Haven & Hartford R. R. Company to keep its agreement with the Quartermaster-General's department with reference to transportation. The Railroad Company had contracted to take these companies at their home station in Waterbury at 6:15 A. M. and deliver them in New Haven not later than 7:45 A. M., and for this purpose special train was provided. For some unexplained reason, however, the Railroad officials side tracked this train at Derby, and kept them waiting for more than half an hour, until a later regular train had passed.

By an accident on the Air Line Division of this Railroad, Company H, was delayed an hour and a half.

Upon the arrival of the Waterbury companies about 8:45 A. M. the Second Battalion of the Regiment, except Company H, were immediately formed and marched to a large open field near Golf Street. Here the First Battalion was directed to drill in extended order, and the Second Battalion in close order.

For the extended order drill excellent ground was available and valuable work was done and instruction given. The Battalion advanced over the hill, through woods, over stone walls, through swampy land, and up a second hill to attack an enemy supposed to be posted there. This manœuvre was executed three times in

succession under the command of Major Dickinson and the supervision of myself. This Battalion then took up the drill in close order.

The Second Battalion, which was joined by Company H at about 10 o'clock, went through the same manœuvre in extended order under Command of Major Sucher and supervision of myself.

Soon after 12 o'clock the Regiment was formed and marched to the Armory. Here dinner was served.

At 2 o'clock the Regiment was formed again for a street parade and review by the Mayor of New Haven. The conduct of the men was very creditable, and their marching and general appearance was highly complimented. After Review, a Regimental parade was given on New Haven Green, which was witnessed by a large crowd of spectators.

The Regiment had not been assembled before since August, 1898, and many of the line officers were new in their positions. Nevertheless the day's work throughout was performed satisfactorily, and in a prompt and soldierly manner.

The following is an abstract of the morning reports:

	Present.		Absent.		Total.
	Officers.	Men.	Officers.	Men.	
Field, Staff,					
N. C. Staff and Band	11	32	1		44
Company A,	3	61		4	63
Company B,	3	58		3	64
Company C,	3	57		1	61
Company D,	1	53		3	57
Company E,	2	62		2	66
Company F,	3	65			68
Company G,	2	59	1	4	66
Company H,	3	52		8	63
Company I,	3	63		2	68
Company K,	3	57		6	66
Total,	37	617	2	33	691

Respectfully,

Your obedient servant,

LUCIEN F. BURPEE,

Colonel Commanding Second Regiment, C. N. G.

**Report of Colonel Charles W. Hendrie, Commanding Fourth
Regiment, C. N. G.**

HEADQUARTERS FOURTH REGIMENT,
CONNECTICUT NATIONAL GUARD,
STAMFORD, SEPT. 30, 1899.

Adjutant-General, State of Connecticut.

SIR:—

I have the honor to report that in compliance with G. O., No. 11, A.-G. O., May 4, 1899, and G. O., No. 2, B. H., May 10, 1899, this command paraded for one day in Bridgeport on May 26, 1899.

Present, 31 officers, 488 enlisted men.

The City of Bridgeport very courteously tendered the use of Seaside Park to the regiment and it proved to be an ideal spot for drill and instruction. Although five (5) companies of the Regiment had been only a few weeks previous to this date mustered out of the service of the U. S. Government, and were in a practically disorganized condition owing to the large number of recruits, the work and showing made by the regiment was exceedingly satisfactory.

Very respectfully,

CHARLES W. HENDRIE,
Colonel Commanding Fourth Regiment, C. N. G.

Report of Colonel George Haven, Commanding Third Regiment.
C. N. G.

HEADQUARTERS THIRD REGIMENT,
CONNECTICUT NATIONAL GUARD,
NEW LONDON, CONN., JULY 1, 1899.

Adjutant-General, State of Connecticut.

SIR:—

I have the honor to report that in accordance with Special Orders, No. 10, c. s. Brigade Headquarters, C. N. G., orders were issued for the assembling of the Third Regiment at New London, June 30th, 1899. The companies reported at 10 A. M. and were immediately marched to the "Athletic Field" where the entire day was devoted to regimental drill, "review" and parade, the review being made by Brigadier-General Russell Frost, Commanding Brigade.

The consolidated morning report for the day shows the total present, 316, with 115 absent. Total strength of regiment, 431. Since the work of re-organization began May 15th, it has been impossible to keep track of men who have for different causes changed their locations or left the State. This has held a large number of men on company rolls who should have been discharged and is one of the causes for the large number of absentees.

The instruction and discipline of the Command exceeded my most sanguine expectations and reflects great credit on my predecessor, Colonel Tyler.

Very respectfully,

GEORGE HAVEN,
Colonel Commanding Third Regiment, C. N. G.

**Report of Captain William F. M. Rogers, Commanding Brigade
Signal Corps, C. N. G.**

NEW LONDON, CONN., JUNE 16, 1899.

BRIGADIER-GENERAL RUSSELL FROST,
COMMANDING BRIGADE C. N. G.

SIR:—

I have the honor to report that pursuant to S. O. No. 7, Brigade Headquarters, c. s., I held a parade of all the Sections of the Brigade Signal Corps at New Haven, on the 31st day of May last. Only two of the Sections, the 1st and the 3d had commanding officers, and in the drills I treated the Corps as a company under my own immediate command.

There were present twenty-three enlisted men out of a total of twenty-eight. Of the absentees, two men were absent from the State and application had been made for their discharge on that ground. It was, of course, in the disorganized condition of the Corps, impossible to expect much from the men and especially so as the members of the 2d and 4th sections were without commissioned officers, clothing, or equipment, but the interest in the welfare of the Corps evinced by the members both in their speech and in the way they took hold of the work, dispelled any fear that I had of difficulty in reorganizing the Corps.

The Corps was divided into two parties, the first under the command of Lieutenant Wiltsie, stationed on the roof of the railroad administration office, and the other under command of Lieutenant Gager, on the roof of the Armory and most of the day was spent in signalling between these points, flag and heliograph communication being at all times maintained together.

The old men did their work well and the new men took great interest in the work and appeared to learn the methods of signalling easily.

I am convinced that the parade was of great benefit to the corps in rousing the interest of the men and that the State will be well paid for the cost.

Very respectfully,

Your obedient servant,

WILLIAM F. M. ROGERS,

Captain and Brigade Signal Officer, C. N. G.

**Report of Captain William H. Sears, Commanding Machine-Gun
Battery, C. N. G.**

HEADQUARTERS MACHINE-GUN BATTERY, C. N. G.

NEW HAVEN, CONN., June 1, 1899.

Adjutant-General, State of Connecticut.

SIR:

I have the honor to submit the following report of the May parade of Machine-Gun Battery, C. N. G., held at New Haven, May 25th, in compliance with G. O. No. 11, A. G. O., Hartford, May 4th, and G. O. No. 2, B. H., South Norwalk, May 15th, 1899.

In compliance with G. O. No. 2, Battery Headquarters, New Haven, May 17th, the Sections of the Battery reported to me as follows:

Third Section, at 11.30 P. M., May 24th, 1 Lieutenant, 9 men.

Fourth Section, at 7.30 A. M., May 25th, 9 men, Lieutenant absent with leave.

Second Section, at 7.30 A. M. May 25th, 1 Lieutenant, 9 men.

First Section, at 10.00 A. M., May 25th, 1 Lieutenant, 9 men.

The Battery average for attendance was 97.50 per cent.

The guns, harness and equipments of the Third and Fourth Sections having been shipped by freight in compliance with my orders, these Sections with the Second were ready to move at 8.00 A. M. sharp. Horses were at the station to meet the First Section on their arrival at 7.55 A. M. As 1st Lieutenant Keen had not reported to me at 8.15 A. M., I ordered 1st Lieutenant Morley to find out the cause of the delay. He reported to me that horses for gun could not be used. I instructed him to procure a new pair at once and report to me as soon as possible. At 8.30 I started with Second, Third and Fourth Sections, for Light House Point, East Haven, arriving there at 9.30, and after a short rest commenced drilling with three Sections. 1st Lieutenant Morley reported to me with the First Section about 10.00, and Battery drill was continued

until one o'clock when we stopped for dinner. The Battery was assembled at 2.30 and start made for the city where the Battery intended to take part in the parade of the Second Regiment. We did not arrive until the parade had started so did not take part in it, and after a short parade by ourselves I returned to the Armory and dismissed the Battery about 5 P. M. With the exception of the delay in starting everything passed off smoothly, and the Battery drill was more instructive to the men than by Sections.

I am of the opinion that if my plan of forwarding the gun and equipments by freight beforehand had been followed by the First Section, there would have been no delay in starting. All members of the Battery performed the duties required of them in an efficient and satisfactory manner, and the Battery drill was very good.

There was no time for Revolver practice. I think the May parade should always be by battery.

I consider the general condition, efficiency, and conduct of the Battery to be excellent.

Very respectfully,

Your obedient servant,

WM. H. SEARS,

Captain Commanding Machine-Gun Battery, C. N. G.

[10]

**REPORT OF COMMANDER EDWARD V. RAYNOLDS, COM-
MANDING NAVAL BATTALION, C. N. G.**

HEADQUARTERS NAVAL BATTALION, C. N. G.

NEW HAVEN, CONN., August 25, 1899.

Adjutant-General, State of Connecticut.

SIR:

In compliance with G. O. No. 16, A. G. O., of July 20, 1899, I submit herewith a report of the tour of duty performed by my command on board the U. S. S. PRAIRIE from August 16 to 23, inclusive.

The several divisions reported for duty at New Haven on the morning of the 16th and were transported to the PRAIRIE on the steamer VICTOR, with the stores and baggage, arriving on board the PRAIRIE at anchor near South West Ledge Light House, at 10.30 A. M. The arrangements for transportation were made by Lieutenant Commander Day, under the instructions of the Quartermaster-General. The rest of the day was occupied in the organization of the battalion in the Ship's company, the watch, quarter and station bills having been, as far as possible, made out beforehand and billets assigned to the men. The enlisted men of the seamen branch, with the exception of gunner's mates, quartermasters and messmen, were divided into five gun divisions, each under a Lieutenant, with an Ensign as junior officer of division. The first four divisions were assigned to the main battery of six inch guns, two guns to a division, the fifth division manned the secondary battery of six pounders.

At 1.30 P. M. a board of officers of the PRAIRIE made a thorough inspection of the U. S. S. ELFRIDA, loaned to the State by the Navy Department, for the purpose of reporting to the Secretary of the Navy on her condition and the care taken of her.

The anchor was weighed at 6 o'clock, at which time the sea routine began. Following are copies of the instructions issued as to the duties of the naval militia on board, the sea routine and the drill routine. In the latter the day of embarking and Sunday are not included, no drills being held on those days.

I. Duties of Naval Militia on board, other than drills.

OFFICERS.

Commander:	In general charge.
Executive:	Sees orders of Commander are carried out and receives reports of Watch Officers at quarters, reporting to his Commander and also Executive Officer of PRAIRIE.
Watch Officers:	Stands regular watch under Naval Officers except during drill when he goes to quarters. Is responsible that Naval Militia of watch are on deck and routine is carried out. Musters and reports to regular officer of the deck.
Engineer Officers:	Will do duty as assigned by the Chief Engineer of the ship.

PETTY OFFICERS.

Boatswain's Mates:	Have charge of Naval Militia in their part, and carry on necessary work of cleaning, etc.
Quartermasters:	Stand watch with regular Quartermaster, assisting him in all work.
Master at Arms:	Same duties with Naval Militia as regular Master at Arms has with crew. Has charge of cleaning lower decks under regular Master at Arms.

MEN.

Stand watch and watch day and night except the mid-watch, which is omitted. Remain on deck during watch and help regular crew with all work except during drill periods. Immediately on retreat from drill all on watch go on deck except those specially detailed for cleaning guns, etc.

Two lookouts, one on each bow, will be stationed from sunset to sunrise except during mid watch. When not at drill and during meal hours, and when the regular crew are not in the chains,

two men will heave the lead from sunrise to sunset, taking turns of twenty minutes each and working through the watch on deck.

Engineer force will be watched and stationed by their own officers under the general directions of the Chief Engineer of the ship.

II. DECK ROUTINE AT SEA.

Immediately after mustering the morning watch, cooks get coffee for their messes. Coffee and smoking until 4.30 A. M.

4.30 A. M. Sweep down, scrub clothes every morning except Sunday.

6.30 A. M. Call Executive Officer.

7.00 A. M. Up all hammocks.

7.15 A. M. Arrange mess tables.

7.30 A. M. Breakfast, "all hands" when weather permits. Light smoking lantern.

8.15 A. M. Turn to. Out smoking lantern. Clean guns and deck bright work.

8.45 A. M. Sick call.

9.00 A. M. Retreat from bright work.

9.30 A. M. Quarters for inspection. After exercises, sweep down, clean any neglected bright work and finish any work not completed before quarters. Reports and requests at mast.

11.45 A. M. Arrange mess tables.

12.00 M. Dinner, "all hands," if weather permits. Light smoking lantern.

1.00 P. M. Begin afternoon exercises, serve out all provisions.

3.30 P. M. Down scrubbed clothes.

4.30 P. M. Supper.

5.00 P. M. Turn to.

5.30 P. M. Quarters for inspection of crew and battery, except Sunday.

Sunset. Pipe down hammocks, light smoking lamp (smoke only on main deck).

8.00 P. M. Set watch for the night. Out smoking lantern and all fires. Out all lights except authorized standing lights.

10.00 P. M. After 10 p. m. battery and soundings to be reported every two hours, and all accessible parts of the ship visited and reported secure until daylight.

III.

DRILL ROUTINE.

FIRST DAY.

- 9.30-10.15 Muster and stations at guns. Instructions about training, elevating and sighting.
- 10.45-11.45 Aiming drill.
- 1.30- 2.30 Taking apart breech mechanism. Instruction concerning parts, cleaning and returning same.
- 2.30 (after finishing above). Continue aiming drill till each man has made a target.

SECOND DAY.

- 9.30-10.15 Having sent men who were at 6-inch to the 6-pounder guns, and vice versa, carry out exactly the same routine as first day.

THIRD DAY.

- 9.30 Muster at stations. Sub calibre practice. Crews drilled as if firing regularly, but each gun acts independently. Each man fires 10 shots, then "shift stations."
- 1.30 Same as forenoon.

FOURTH DAY.

- 9.30-10.15 Muster at stations. Sub calibre practice. First and Second Gun Captains fire. Commence firing and cease firing by bugle, as in regular division drill.
- 10.45 Aiming drill.
- 1.30-2.30 Same as forenoon. After completing gun drill finish aiming drill, each man making a target.

FIFTH DAY.

- 9.30 Muster at stations. Each gun fire rounds at target. Guns fire in succession.
- 1.30 Continue morning work.

SIXTH DAY.

- 9.30 Muster at stations. Complete work of fifth day, and when completed the Naval Militia will be examined in all drills, signals etc.
- 1.30 Continue forenoon work till finished.

The program as given above was carried out with only slight variations on account of weather conditions.

ITINERARY. The PRAIRIE got under way at 6.00 p. m., on the 16th and proceeded to the east and north along the coast. On the 17th she came to anchor for a short time off Gloucester, Mass. and on the 18th passed through Penobscot Bay and thence to Bar Harbor, Mt. Desert Island, where she lay at anchor three days. She put to sea in the evening of the 21st, and passing outside of Nantucket Shoal lightship, came to anchor off New Haven at noon on the 23d. Attendance, 17 officers and 154 enlisted men reported for duty on the 16th. Of these one seaman was permitted to leave the ship before she weighed anchor, and one at Bar Harbor. The proportion present was 88.9 per cent. of the strength of the battalion, a very good record in view of the fact that with the two exceptions above noted all were obliged to be present for the entire eight days. The Engineer division has practically ceased to exist, only the Engineer officer and one enlisted man being present out of a total of six.

DISCIPLINE AND EFFICIENCY. The discipline was good, there being no serious cases of neglect of duty or insubordination. A large proportion of the men were recent recruits and of the officers recent appointees, and their inexperience was of course evident, but nearly all were diligent in learning and in performing their duties to the best of their ability. During the morning of the last day drills were held in infantry movements, setting up exercises, single sticks and pistol drill; not for instruction, but in order to exhibit the proficiency of the battalion. As many of the men heard the commands for the first time the results were hardly gratifying.

TARGET PRACTICE. Target practice was held on the 19th and 21st at anchor off Bar Harbor and on the 22d a few miles outside of Nantucket Shoal lightship, the former sub-calibre, the latter with full service charges. The supply of ammunition was very liberal, five thousand rounds being expended at sub-calibre practice and forty-eight rounds of 6-inch, and 240 rounds of 6-pounder at practice with service charges. The practice was good in spite of the fact that conditions were somewhat unfavorable, owing to the rolling of the ship.

MESSING. The mess arrangements were under the control of the Paymaster of the battalion. The men were adequately and wholesomely fed at an expense within the thirty cents allowed by

the State for rations. No alcoholic drinks were permitted enlisted men.

HEALTH. The general health of the battalion was very good. There were a few cases of minor injuries and ailments, but only one case of serious sickness. A seaman of the third division developed a case of typhoid fever which was contracted before coming on board. He was skillfully cared for and made as comfortable as circumstances permitted.

The VICTOR came alongside as the ship came to anchor at noon of the 23d and landed the battalion at about two o'clock, the chiefs of divisions assuming command of their divisions on landing.

Very respectfully,

EDWARD V. RAYNOLDS,

Commander, Commanding Naval Battalion, C. N. G.

[11]

REPORTS OF EXAMINING BOARD.

HARTFORD, CONN., MARCH 25, 1899.

Adjutant-General, State of Connecticut.

Sir:

The members of the examining board appointed by General Orders, No. 4, Adjutant-General's Office, dated Hartford, February 17, 1899, have the honor to report that, in compliance with said orders, the board convened at Hartford, March 6th and 7th; at New Haven, March 8th and 9th, and at Bridgeport, March 10th and 11th; and examined all officers named in said order who appeared for examination, and in addition, Captain William F. M. Rogers, Brigade Signal Officer, ordered to appear by Special Orders, No. 55, Adjutant-General's Office, c.s.

Captain Thomas T. Welles was elected Recorder of the board.

Commander Edward V. Reynolds, Naval Battalion, met with the board March 9th, for the examination of the officers of his command, as directed in the order.

The following officers appeared and passed an examination satisfactory to said board.

BRIGADE STAFF.

Lieutenant-Colonel John H. Wade, Assistant Adjutant-General.

Major Henry S. Terrell, Brigade Inspector.

Major Lucius H. Fuller, Brigade Inspector of Small Arms Practice, and Ordnance Officer.

Captain William F. M. Rogers, Brigade Signal Officer.

Captain Walter G. Penfield, Aide-de-Camp.

FIRST REGIMENT.

Lieutenant-Colonel John Hickey.

Major Charles H. Moore.

Captain Arthur H. Bronson, Adjutant.

First Lieutenant Albert L. Pope, Quartermaster.

Captain Edward E. Moseley, Inspector of Small Arms Practice.

Captain J. Paul Haun.

Captain John Davenport Cheney.

First Lieutenant G. Arthur Hadsell.

First Lieutenant Lewis J. Doolittle.

First Lieutenant Samuel E. Magson.

Second Lieutenant James H. Barnett.

Second Lieutenant John Connelly, Jr.

SECOND REGIMENT.

First Lieutenant Dwight E. Bowers, Battalion Adjutant.

Captain James W. Sypher.

Captain Jeremiah F. Donovan.

Captain Patrick F. Reynolds.

Captain Walter R. Markham.

Captain Oscar L. Bradley.

Captain Henry Norton, Jr.

First Lieutenant Frank Pauly.

First Lieutenant William M. Kenna.

First Lieutenant Earl H. Hotchkiss.

First Lieutenant George E. Hall.

First Lieutenant John A. Broatch.

First Lieutenant John W. Kramer.

First Lieutenant Fred E. Blake.

First Lieutenant Edward O. Gruener.

Second Lieutenant Edward G. Laffin.

Second Lieutenant Edward S. Mowry.

Second Lieutenant John W. Deno.

Second Lieutenant George C. Abbott.

Second Lieutenant William Perry Curtiss.

FOURTH REGIMENT.

Captain Francis V. Gilhuley, Adjutant.

Captain James J. Hurley.

First Lieutenant Charles H. Oakes.

First Lieutenant Edward J. Joy.

Second Lieutenant James J. Halligan.

Second Lieutenant John Scanlan.

Second Lieutenant Cyrus E. Ryder.

BATTERY A.

First Lieutenant Alton Spencer.

NAVAL BATTALION.

Lieutenant (Junior Grade), Nathaniel W. Bishop, Ordnance Officer.

Lieutenant (Junior Grade), Frederick L. Averill, Paymaster.

Lieutenant Robert E. L. Hutchinson.

Lieutenant (Junior Grade), Herman F. Cuntz.

Ensign Charles K. Hutchinson.

Ensign Frederic C. Spencer.

Ensign Forrest Shepherd.

The following officers appeared and failed to pass an examination satisfactory to said board.

FIRST REGIMENT.

Captain William J. Rawlings.

SECOND REGIMENT.

Second Lieutenant Bernard Trautman.

Second Lieutenant John H. Shaw.

The following officers failed to appear for examination:

FIRST REGIMENT.

Captain Abraham L. Hauerwas.

Second Lieutenant James Smith.

NAVAL BATTALION.

Lieutenant Daniel M. Goodridge.

The excuse of Captain Hauerwas for not appearing is in your hands. Lieutenant Goodridge had tendered his resignation of former commission before order for examination. No reasons have been given to the board for the failure to appear of Lieutenant Smith.

On the examination of Captain Fred J. Breckbill, and the charges against him which the board was directed to inquire into and report upon, a later report will follow.

The examination of the following officers was continued, and will be reported upon after the adjournments authorized by Special Orders, No. 58, Adjutant-General's Office, c.s.

ADJUTANT-GENERAL'S REPORT.

FIRST REGIMENT.

Second Lieutenant George M. Mycroft.

Second Lieutenant Frank D. Clark.

FOURTH REGIMENT.

Captain Robert G. Mitchell.

Second Lieutenant Charles Pennington.

BATTERY A.

Captain William J. O'Brien.

MACHINE-GUN BATTERY.

First Lieutenant Frank A. Keen.

First Lieutenant William H. Siebs.

NAVAL BATTALION.

Ensign Lyman Root.

RUSSELL FROST,

Brigadier-General Commanding Brigade, C. N. G.

AUG. C. TYLER,

Colonel Third Regiment, C. N. G.

EDWARD V. RAYNOLDS,

Commanding Naval Battalion, C. N. G.

THOMAS T. WELLES,

Captain and Adjutant, Second Regiment, C. N. G.

HARTFORD, CONN., APRIL 7, 1899.

Adjutant-General, State of Connecticut.

SIR:—

The members of the examining board appointed by general orders, No. 4, Adjutant-General's office, dated Hartford, February 17, 1899, have the honor to report that under authority given by special orders, No. 68, Adjutant-General's Office, c. s., an adjourned meeting of the board was held at Fourth Regiment Armory, Bridgeport, March 31, 1899, for the purpose of further examining the officers whose examinations were reported continued in previous report, and that they made examination of all officers who appeared, whose examination was continued, and in addition, of the following officers who appeared in pursuance of notice given them by the Adjutant-General.

FIRST REGIMENT.

First Lieutenant Robert L. Beebe, Paymaster.

Captain Abraham L. Hauerwas.

Second Lieutenant James Smith.

The members of the board present were Brigadier-General Russell Frost, commanding Brigade, C. N. G., Commander Edward V. Raynolds, commanding Naval Battalion, C. N. G., and Captain Thomas T. Welles, Adjutant, Second Regiment, C. N. G.

The following officers appeared and passed an examination satisfactory to the board.

FIRST REGIMENT.

First Lieutenant Robert L. Beebe, Paymaster.

Second Lieutenant James Smith.

FOURTH REGIMENT.

Captain Robert G. Mitchell.

BATTERY A.

Captain William J. O'Brien.

MACHINE-GUN BATTERY.

First Lieutenant Frank A. Keen.

First Lieutenant William H. Siebs.

NAVAL BATTALION.

Ensign Lyman Root.

The following officers appeared and failed to pass an examination satisfactory to the board.

FIRST REGIMENT.

Captain Abraham L. Hauerwas.

Second Lieutenant George M. Mycroft.

FOURTH REGIMENT.

Second Lieutenant Charles Pennington.

Second Lieutenant Frank D. Clark, First Regiment, whose examination was continued, failed to appear March 31st, for further examination. He did not pass an examination satisfactory to the board at Hartford, March 7th.

RUSSELL FROST,

Brigadier-General, Commanding Brigade, C. N. G.

AUG. C. TYLER,

Colonel Third Regiment, C. N. G.

EDWARD V. RAYNOLDS,

Commander Naval Battalion, C. N. G.

THOMAS T. WELLES,

Captain and Adjutant Second Regiment, C. N. G.

[12]

REPORTS OF BOARDS OF INSPECTION OF STATE PROPERTY.

STATE OF CONNECTICUT.

ADJUTANT-GENERAL'S OFFICE,

HARTFORD, CONN., November 10, 1898.

SPECIAL ORDERS, }
No. 189. }

I. A Board of Inspection is hereby appointed to convene at State Arsenal to inspect military stores, property of the State, reported by the Quartermaster-General as unserviceable.

II. The Board of Inspection will also inspect the property of the United States reported by the Quartermaster-General as unserviceable.

III. The Board will consist of Major Edward Schulze, Captain George B. Newton, retired, and Lieutenant Felton Parker, Connecticut National Guard.

IV. The Board will convene at such times as the President, Major Edward Schulze, may appoint. Upon completion of their duties they will make separate reports of the State and United States property in duplicate, of the articles inspected, with their recommendations in each case as to what disposition should be made of same.

By order of the Commander-in-Chief.

GEORGE HAVEN,

Adjutant-General.

Official:

WILLIAM E. F. LANDERS,

Assistant Adjutant-General.

STATE OF CONNECTICUT.

ADJUTANT-GENERAL'S OFFICE,

HARTFORD, CONN., December 9, 1898.

SPECIAL ORDERS, }
No. 210. }

I. Lieutenant Felton Parker appointed on the Board of Inspection in accordance with Par. III, S. O., No. 189, A. G. O., November 10, 1898, is hereby relieved from duty on account of absence from the city.

II. Second Lieutenant Frank H. Smith, Company F, First Regiment, Connecticut National Guard, is hereby appointed a member of the Board,

vice Parker relieved. Upon receipt of this order, Lieutenant Smith will report to Major Edward Schulze, President of the Board.

By order of the Commander-in-Chief.

GEORGE HAVEN,

Official:

Adjutant-General.

WILLIAM E. F. LANDERS,

Assistant Adjutant-General.

HARTFORD, CONN., December 17, 1898.

Adjutant-General, State of Connecticut.

SIR:

Pursuant to foregoing orders, the Board of Inspection convened at the State Arsenal, December 12, 1898, at 10 o'clock, A. M.

Orders convening the Board were read.

Present, all the members.

The Board then proceeded to inspect the property of the State, reported by the Quartermaster-General as unserviceable.

We have the honor to report that after a thorough inspection we find the following articles to be unserviceable, and recommend that they be disposed of as may be for the best interest of the State.

- 1421 Overcoats.
- 555 Pairs Trousers.
- 75 Blouses.
- 109 Ponchos.
- 18 Pairs Gauntlets.
- 32 Pairs Drum Sticks.
- 23 Single Sticks.
- 10 Fencing Foils.
- 23 Bugles.
- 3 Pairs Epaulettes.
- 10 Artillery Helmet Cords.
- 12 Drums.
- 25 Band Waist Belts and Plates.
- 25 Band Shoulder Belts.
- 25 Band Music Pouches.
- 25 Naval Signal Flags.
- 22 Pairs Canvas Trousers.
- 2 Canvas Jumpers.

- 1 Canvas Hat.
- 4 Flat Caps.
- 2 Watch Caps.
- 1 Blue Jersey.
- 786 Box Knapsacks.
- 17 Double Sets Artillery Harness.
- 11 McClellan Saddles.
- 29 Bridles.
- 62 Halters.
- 14 Nose Bags.
- 1 Headquarter Tent Fly.
- 2 Wall Tents.
- 2 Wall Tent Flies.
- 22 Artillery Waist Belts.
- 810 Campaign Hats.

We have the honor to report that after a thorough inspection we find the following articles wholly unserviceable and worthless, and recommend that they be destroyed.

- 1 Typewriter.
- 16000 Rounds Sealed Ammunition (issued 1881.)
- 26 Sets Company Q-M. Sergt. Chevrons.
- 25 " First Sergt. Chevrons.
- 71 " Sergt. Chevrons.
- 100 " Corporal's Chevrons.
- 9 " Service Stripes.
- 1 " Regt. Q-M. Sergt. Chevrons.
- 1 " Mounted Orderly Chevrons.
- 3 " Commissary Sergt. Chevrons.
- 1 " Chief Trumpeter's Chevrons.
- 1 " Assistant Hospital Steward's Chevrons.
- 3 " Trumpeter's Devices.
- 6 " Brassards.
- 8 Artillery Whips.
- 23 Sets Signal Service Devices.
- 2 Gun Slings.

We have the honor to report that after a thorough inspection we find the following articles to be obsolete and unserviceable, and recommend that they be disposed of as may be for the best interest of the State.

- 7 Cartridge Boxes.
- 277 Assorted Blankets.
- 1 Medicine Chest.
- 10 Hand Litters.
- 21 Tar Buckets.
- 2910 Forage Caps.
- 32 Signal Kits.
- 1 Caisson.
- 1734 White Haversacks.
- 14 Hand Spikes for Field Gun.
- 6 Sponge Bristles.
- 10 Sponge Covers.
- 1 Sponge and Rammer, (6 lb.)
- 1 Worm and Stave, (6 lb.)
- 1 Worm and Stave, (12 lb.)
- 12 Pairs Canvas Trousers.
- 12 Fuse Reamers.
- 11 Caisson Bolts.
- 12 Toe Hooks.
- 2 Gunner's Pincers.
- 2 Gunner's Shears.
- 2 Fuse Gouges.
- 4 Gunner's Gimlets.
- 10 Priming Wires.
- 8 Wrenches for Gun Carriages.
- 5 Waist Belt Plates.
- 8 Muzzle-Loading Springfield Muskets and Bayonets.
- 26 Overcoats.

Respectfully submitted,

EDWARD SCHULZE,
Major, First Regiment, C. N. G., President.

GEORGE B. NEWTON,
Captain, C. N. G., Retired.

FRANK H. SMITH,
Second Lieutenant, Company F.,
First Regiment, C. N. G., Recorder.

STATE OF CONNECTICUT,

ADJUTANT-GENERAL'S OFFICE,

HARTFORD, CONN., November 10, 1898.

SPECIAL ORDERS, }
No. 189. }

I. A Board of Inspection is hereby appointed to convene at State Arsenal to inspect military stores, property of the State, reported by the Quartermaster-General as unserviceable.

II. The Board of Inspection will also inspect the property of the United States reported by the Quartermaster-General as unserviceable.

III. The Board will consist of Major Edward Schulze, Captain George B. Newton, retired, and Lieutenant Felton Parker, Connecticut National Guard.

IV. The Board will convene at such times as the President, Major Edward Schulze, may appoint. Upon completion of their duties, they will make separate reports of the State and United States property in duplicate, of the articles inspected, with their recommendations in each case as to what disposition should be made of same.

By order of the Commander-in-Chief.

GEORGE HAVEN,

Adjutant-General.

Official:

WILLIAM E. F. LANDERS,

Assistant Adjutant-General.

STATE OF CONNECTICUT,

ADJUTANT-GENERAL'S OFFICE,

HARTFORD, CONN., December 9, 1898.

SPECIAL ORDERS, }
No. 210. }

I. Lieutenant Felton Parker appointed on the Board of Inspection in accordance with Par. III, S. O., No. 189, A. G. O., November 10, 1898, is hereby relieved from duty on account of absence from the city.

II. Second Lieutenant Frank H. Smith, Company F, First Regiment, Connecticut National Guard, is hereby appointed a member of the Board, vice Parker relieved. Upon receipt of this order, Lieutenant Smith will report to Major Edward Schulze, President of the Board.

By order of the Commander-in Chief.

GEORGE HAVEN,

Adjutant-General.

Official:

WILLIAM E. F. LANDERS,

Assistant Adjutant-General.

HARTFORD, CONN., December 17, 1898.

Adjutant-General, State of Connecticut.

SIR:

Pursuant to foregoing orders, the Board of Inspection convened at the State Arsenal, December 12, 1898, at 10 o'clock, A. M. Orders convening the Board were read.

Present, all the members.

The Board then proceeded to inspect the property of the United States Government reported to be unserviceable by the Quartermaster-General.

We have the honor to report that after a thorough inspection of the property of the United States Government at the State Arsenal, Hartford, Conn., we find the following Quartermaster's Supplies and Ordnance Stores to be unserviceable and of no use to the State.

We recommend that they be turned over to the United States Government, or disposed of as they may direct.

940 Forage Caps.

854 Pairs Trousers.

1134 Blouses.

2 Drum Covers.

14 Musician's Waist Belts.

20 Holsters.

33 Drum Slings.

443 Web Cartridge Belts.

1 Bugle.

23 Bugle Cords.

2 Drums.

6 Improved Common Tents.

45 Arm Chests (badly broken).

437 Bayonet Scabbards.

We find the following articles wholly unserviceable, worthless and of no use to the State; we recommend that they be turned over to the United States Government, or be disposed of as they may direct.

9 Post Flags.

3 Storm Flags.

27 45 Calibre Breech-loading Springfield Rifles, (rusty and broken).

27 Bayonets.

50 Sets Sergeant's Chevrons.

100 Sets Corporal's Chevrons.

We find the following articles obsolete and of no use to the State, and recommend that they be turned over to the United States Government, or be disposed of as they may direct.

11 Hand Litters.

780 Pairs Leggings.

63 Merriam Packs.

Respectfully submitted,

EDWARD SCHULZE,

Major First Regiment, C. N. G., President.

GEORGE B. NEWTON,

Captain, C. N. G., Retired.

FRANK H. SMITH,

Second Lieutenant, Company F,

First Regiment, C. N. G., Recorder.

STATE OF CONNECTICUT,

ADJUTANT GENERAL'S OFFICE,

HARTFORD, FEBRUARY 6, 1899.

SPECIAL ORDERS, }
No. 29. }

I. A Board of Inspection is hereby appointed to convene at the State Arsenal to inspect the dress coats and helmets; property of the State.

II. The Board will consist of Colonel Charles L. Burdett, commanding First Regiment, C. N. G., Major Edward Schulze, First Regiment, C. N. G., and Second Lieutenant Frank H. Smith, Company F, First Regiment, C. N. G.

III. The Board will convene on such dates as the President, Colonel Charles L. Burdett, may designate. Upon completion of their duties they will make a report of the property in duplicate of the articles inspected with their recommendations.

By order of the Commander-in-Chief.

LOUIS N. VAN KEUREN,

Official:

Adjutant-General.

WILLIAM E. F. LANDERS,

Assistant Adjutant-General.

ADJUTANT-GENERAL'S REPORT.

STATE OF CONNECTICUT,

ADJUTANT-GENERAL'S OFFICE,

HARTFORD, FEBRUARY 7, 1899.

SPECIAL ORDERS, }
No. 31. }

I. Second Lieutenant Frank H. Smith, appointed on the Board of Inspection, in accordance with Paragraph II, S. O., No. 29, A. G. O., c. s., is hereby relieved from duty on account of business.

II. First Lieutenant George W. Ripley, Company F, First Regiment, C. N. G., is hereby appointed a member of the Board, vice Smith relieved. Upon receipt of this order, Lieutenant Ripley will report to Colonel Charles L. Burdett, President of the Board.

By order of the Commander-in-Chief.

LOUIS N. VAN KEUREN,

Official,

Adjutant-General.

WILLIAM E. F. LANDERS,

Assistant Adjutant-General.

HARTFORD, CONN., February 10, 1899.

Adjutant-General, State of Connecticut.

SIR:

In compliance with S. O., No. 29, A. G. O., dated Hartford, February 6, 1899, and S. O., No. 31, A. G. O., dated Hartford, February 7, 1899, copies of which are hereto appended, the Board of Inspection therein appointed convened at the State Arsenal, February 8, 1899, and inspected the dress coats and helmets, the property of the State of Connecticut.

The inspection disclosed the fact that of the dress coats only thirty-five per cent. are in good condition and fit for re-issue; of the remainder thirty-nine per cent. are in fair condition, but will require more or less cleaning and repairs to render them fit for service. Twenty-six per cent. of the coats are poor and useless.

The helmets are in very poor condition, seventy per cent. being useless and thirty per cent. only in what may be called fair and possibly serviceable shape and even then not without some small repairs or furbishing up.

These articles of property are stored in the only available place at the State Arsenal, that is, in boxes in the sheds and more or less exposed to deterioration from dampness and moths.

In compliance with S. O., No. 29, A. G. O., the Board submits the following recommendations:

1. That in view of the fact that so small a percentage of the uniform dress coats are fit for issue and in view of the rapid deterioration in value and utility, that the dress coats (which are hereby condemned), be disposed of to the best advantage and interest of the State.

2. That in case the dress uniforms are to be sold that preference may be given at private sale to such Company or Companies of the C. N. G., as may wish to purchase the serviceable portion for use as part of a private uniform for such Company.

3. That the helmets, (which are hereby condemned) be disposed of to the best advantage and interest of the State.

The Board further respectfully add the suggestion that early action with reference to the issue or disposal of the property inspected be taken in view of the fact that already traces showing the presence of moths and of mildew in the coats as stored were found.

Respectfully submitted,

CHARLES L. BURDETT,

Colonel, First Regiment, C. N. G., President.

EDWARD SCHULZE,

Major, First Regiment, C. N. G.

GEORGE W. RIPLEY,

First Lieutenant, First Regiment, C. N. G., Recorder.

[13]

**REPORTS OF INSPECTIONS OF THE STATE MILITARY
RENDEZVOUS, NIANITIC, CONN.**

CONNECTICUT STATE BOARD OF HEALTH,
SECRETARY'S OFFICE,
NEW HAVEN, CONN.

Adjutant-General, State of Connecticut.

SIR:

On the 18th of August, President Wm. H. Brewer, Dr. G. H. Wilson, Dr. R. S. Goodwin and Dr. C. A. Lindsley all members of the State Board of Health met by invitation of the Adjutant-General at the Niantic Camp.

They were received by Colonel Francis Parsons, Assistant Quartermaster-General, and other officers of the Connecticut National Guard.

The purpose of the visit was to enquire as to the adoption of the suggestions made, by the Board, to the Governor last November, relating to a water supply from sources outside the camp ground, and to making certain changes in the disposal of human excreta to obviate the offensive conditions then existing about the sinks, and also the prevention of soil contamination by kitchen sewage.

Colonel Parsons politely escorted the gentlemen of the Board, first to the source of the new water supply. This is situated about 400 yards west of the camp grounds, and on the opposite of a deep ravine, thus making any surface contamination from the camp an impossibility.

The supply is obtained from two wells, said to be 100 feet deep penetrating through gravel and sand for 60 feet and then through a stratum of clay for 25 feet, and again in a gravel stratum for 15 feet. The water has been tested by several scientists of high repute and found to be of exceptionally excellent purity.

A steam engine at this place affords the pumping power and it is forced by the "Bacon Air Lift" through pipes laid at a depth below frost, to all parts of camp where it is needed. It is capable of distributing 200 gallons a minute.

This method of forcing the water through the delivery pipes by compressed air, adds an agreeable quality to it, in consequence of its thorough aeration. As it is derived from so deep a source, the temperature is low and uniform at about 58° F.

The cost of the plant was stated to be about \$10,000.

The new supply and method of delivery received the unqualified approval of the members of the Board.

They were next conducted to the camp. It should be remembered that this inspection was made a few days before the occupation by the troops.

The first inspection was of the Guard House at the entrance to the camp. A thorough disinfection of this building and a cleansing and repainting of the surfaces were typical of the methods which were said to have been adopted throughout the camp to eradicate any vestige of disease germs that may have survived last season's occupation.

New floors have been provided for all the tents. The buildings throughout the grounds had been put in thorough repair. The stables had been renovated, and fresh soil put in all the stalls. The mess houses had been thoroughly cleaned. But no different means of disposal of kitchen waïst had been provided, and the usual pollution of the ground and sloppy puddles of filth in the rear of the mess houses was confidently predicted, unless the discipline of the camp shall control the careless and slovenly practices of the cooks more effectively than it ever has before.

The latrines have been thoroughly disinfected, we were told.

The trenches have been emptied of their contents and a cemented water tight trough constructed beneath all privy seats. The apparent object of this construction was to prevent contamination of the surrounding soil by soakage, but the effect was partly neutralized by inserting a 4-inch pipe at the lowest point in every trough to drain off the liquid portions of the deposits and permit their soakage into the adjacent ground. That drain pipe appeared to the members of the Board to partially nullify the very purpose for which the trenches were seemingly made water tight.

If this drain pipe be closed, and the contents of the cemented trenches be covered at frequent intervals with dry earth, (for which no provision was apparent) it doubtless will prove a very sanitary arrangement.

But its full success in a sanitary sense, will depend wholly upon unremitting attention in the application of dry earth or other disinfectants.

As the camp appeared at the time of inspection, the conditions in a sanitary sense were those of a new camp in all essential particulars, with reasonably good facilities for preserving it in a sanitary condition, and with a very superior water supply.

But the occupation of so limited a space by a thousand men even for the short period of one week, will do much to defile it, and develop unwholesomeness, unless a rigid attention to cleanliness is constantly maintained in every part of it.

All of which is respectfully submitted,

WM. H. BREWER.

G. H. WILSON.

R. S. GOODWIN.

C. A. LINDSLEY.

Committee.

On Friday, August 25th, the President and Secretary of the Board made another visit to Camp Lounsbury, after its occupation for five days by the Connecticut National Guard.

The hospital was found untenanted, and it was stated by the surgeon that there had been no serious illness during the encampment, and notwithstanding the rain and the winds of the first part of the week, their professional services had only been required for slight casualties and trivial ailments. The men had expressed themselves much gratified with the new water supply and the good quality of their rations.

The parade grounds and the lines of tents presented a beautiful appearance. To the casual observer it was a model camp. But a more careful inspection of the appendages of the camp and of its outskirts, verified the predictions made at the first visit. At the kitchens and at the cooking places in the rear of the mess houses the same slovenly mode of disposal of the kitchen wastes was practiced as in former years.

We saw them throw buckets of kitchen slops directly upon the surface of the ground and the many slop puddles betrayed the rapid way in which the soil was becoming contaminated.

Upon inspecting the sinks it was plainly evident that their proper care had been neglected. The satisfactory operation of the method adopted of caring for the excreta demands that they should be constantly covered with dry earth or some other absorbent and disinfectant.

We did not find this practice effectively carried out. Instead of dry earth the dejections had been covered imperfectly with the moist soil spaded up from the adjacent ground, which had been recently wet by rains. There were present also a few buckets of lime, but in a form scarcely more effective than so much wet loam.

When lime is used as a disinfectant, to be efficacious, it must be *caustic lime*, that is, recently slacked lime.

When slacked in a pile, and with the right quantity of water (as is done in the process of making mortar) there is the evolution of much heat and the resulting "slacked lime" is a fine dry and caustic powder.

When slacked in a very much larger quantity of hot water (as is done in making whitewash) by stirring, it may be diffused through the liquid making whitewash or the "milk of lime" in either of these forms, it is a powerful chemical agent and an efficient disinfectant.

But "air slacked lime" is inert. Its chemical activity has been wasted by absorbing carbonic acid from the air. Gas lime is like wise inert. Its chemical activity has been used for removing the sulphur and otherwise purifying gas. With both, their chemical work has already been done, and they are no longer useful disinfectants.

This neglect of the sinks is not justly chargeable to the officers of the Connecticut National Guard, but rather to a conspicuous neglect on the part of the State of Connecticut, in not providing adequate means for the proper disposal of this form of sewage.

The camp at Niantic is a permanent camp for annual use, and as occasion may require, for instruction of the Connecticut Militia. The system of instruction is almost limited to the practice of guard duty, regimental drills and military tactics. It does not include among the duties of the soldier in a camp of instruc-

tion, the providing of dried earth or other disinfectants and the manual of the shovel and the scavenger's cart.

However important and necessary these duties may be in actual warfare, and on the field, it is not economy to take the brief time of the soldier from more important occupation to do work which can be best done by day laborers.

The Board would earnestly recommend, that if the methods of the present year be continued, a storage shed be erected on the camp grounds, an abundant supply of dry earth be collected, and adequate means for its proper application be provided. But in the opinion of the Board it is a question deserving investigation, whether it will not be more economical to adopt the suggestion made a year ago, to substitute water closets for the present methods.

The Board is of the opinion that water carriage will be the most reliable and satisfactory mode of disposal of the kitchen liquid wastes, and that a sewer from that department of the camp is a necessity.

Such provision would also permit the location of the water closet to be nearer the occupied portion of the camp and more convenient.

Respectfully submitted,

WM. H. BREWER.

C. A. LINDSLEY.

[14]

REPORT OF COLONEL LUCIEN F. BURPEE, COMMANDING
BRIGADE, C. N. G. OF THE CONNECTICUT TROOPS, WHO
PARTICIPATED IN THE LAND PARADE IN NEW YORK
CITY IN HONOR OF ADMIRAL GEORGE DEWEY, U. S. N.

HEADQUARTERS BRIGADE,

CONNECTICUT NATIONAL GUARD,

WATERBURY, CONN., SEPT. 30, 1899.

Adjutant-General, State of Connecticut.

SIR:—

I have the honor to submit the following report of the part taken by the Connecticut troops under my command, in the Land Parade in honor of Admiral George Dewey, U. S. N., on the 30th ultimo. The Second Regiment, Second Section Signal Corps, Second Section Machine-Gun Battery, C. N. G., and the Naval reserves were assembled by their respective commanding officers in the New Haven Armory at 12:30 A. M. Saturday morning. The Steamer "Shinnecock" on which transportation had been engaged, arrived at Belle Dock, New Haven at 3:40 A. M. I immediately directed Commander E. V. Reynolds to move the Naval Reserves to the dock and take possession of the boat, which was done at 4 A. M. At the same time a Quartermaster's detail was set to work to remove the mattresses from the cars to the boat. At 4:30 A. M. the Second Regiment, Second Section Machine-Gun Battery and Second Section Signal Corps, with all the equipage and baggage were upon the boat. The start was made a few minutes later.

At about 7 A. M. it was reported to me that a pin by which the starboard paddle wheel is attached to the journal had broken, and the Steamer was lying helpless in the middle of the Sound off Huntington, Long Island. The officers and engineers attached to

the boat got to work immediately to make repairs, and worked steadily and apparently with skill, but the boat was unable to resume her journey until 11 A. M.

It had been my intention to sail down the East River, around the Battery, and up the North River, passing through the yachts and warships of the United States Navy anchored there, and land at 130th Street, North River, about 11:30 A. M. This would give the men an opportunity to see the fine naval display. After landing we should have had sufficient time to reach our place in line at 123d Street and Amsterdam Ave, at the hour prescribed for us in General Orders No. 2, Headquarters Land Parade, dated New York City, September 28, 1899. The delay occasioned by the accident rendered it impossible to carry out this plan. The Captain of the boat offered to land at any dock I might designate, and after consulting with him, I determined to land at 138th Street, East River. We reached that point at 1:15 P. M. As soon as the first company of the Second Regiment had landed, and the Band and Regimental Staff, I ordered them to follow me in forced march across the City. I left Lieutenant-Colonel Callahan with instructions not to delay to make formations, but to hurry forward the companies as fast as they could land, with orders to overtake the detachment which accompanied me as rapidly as possible. Company commanders were directed to find and take their proper positions in the column without interrupting the march. At the same time I sent a member of the Signal Corps to report to the Commander-in-Chief and announce our arrival. After we had gone about three miles in the manner indicated, I met the messenger returning, who announced to me that he had delivered my message to the Commander-in-Chief, and that the Connecticut troops were just moving from their position into the parade. By the watch of this messenger we were then distant not more than twenty minutes march from 123d Street, and every officer and man was with his company in its proper place. After a short halt, the march was resumed. We reached the place which had been assigned to us at 2:15 P. M. The Troops from the District of Columbia which was the last organization in the division of armed troops, were just about to take up the march. I sent a request to General O. O. Howard, commanding the following division, which was composed of veterans of the Spanish War, and asked his permission to take my command into the line immediately ahead of his command.

He very courteously granted this permission, with some complimentary remarks as to the manner in which we had overcome the difficulties which we had met. I assume that his information on this subject was received from Colonel Adams of his staff, who was formerly on the staff of the Governor of this State.

We accordingly moved into line in rear of the District of Columbia troops, and marched through the parade.

Afterwards the command was taken aboard the "Shinnecock" at Pier 41, North River, within fifteen minutes march of the place in Washington Square. Officers and men were exceedingly tired and foot-sore, and they were given leave until midnight. At 12:30 all were again on board the boat, which at once started on the return trip to New Haven. At 6 o'clock we were landed at Belle Dock. The New Haven Companies of the Second Regiment, the Second Section-Machine Gun Battery, the Second Section Signal Corps, and the Naval Battalion were conducted to the Second Regiment Armory and dismissed. Companies A and G, Second Regiment, were sent, under command of Major Dickinson, to Waterbury, where they arrived at about 10 A. M. Companies I, H and K of the Second Regiment, under their respective commanding officers, were put aboard the train at 8:30 and taken to their respective home stations.

Through the carelessness and indifference of the officials of the New York, New Haven & Hartford Railroad Company, the officers of this Command were prevented from getting their horses, and were compelled to march afoot throughout the day. This is the second instance in which we have received this treatment from the same people within a year.

While this occurrence and the accident to the boat were extremely annoying and prevented the full realization of our expectations, it gives me pleasure to say that I never have seen men, either in the National Guard or in the United States service, behave themselves with greater self control and pluck under most annoying conditions. Neither at the Armory in New Haven, nor on the boat going or coming, nor in New York City, did I see or hear of any officer or man who did not conduct himself in a gentlemanly and soldierly manner. There was no intemperance; the men took their hard luck philosophically. They responded cheerfully when called upon to march four miles over rough pavements, at an exceedingly rapid pace; and their appearance and bearing in

the parade occasioned continuous applause, and has been the subject of complimentary remarks from all who saw them. With these facts before me, I feel warranted in saying that on this occasion the State has at least suffered no harm by reason of anything which has occurred among that portion of its representatives whom I had the honor immediately to command.

Very respectfully,

Your obedient servant,

LUCIEN F. BURPEE,

Colonel Commanding Brigade, C. N. G.

[15]

REPORTS OF COMMANDING OFFICERS GOVERNOR'S GUARD.**Report of Major Louis R. Cheney, Commanding First Company
Governor's Foot Guard.**

HEADQUARTERS FIRST COMPANY,
GOVERNOR'S FOOT GUARD,
HARTFORD, CONN., SEPTEMBER 30, 1899.

Adjutant-General, State of Connecticut.

SIR:—

I have the honor to submit herewith the report of my Command, for the year ending September 30th, 1899.

1. Strength, September 30th, 1899, commissioned officers, 6; non-commissioned officers, 16; privates, 92; total, 114.

2. October 27-28, 1898. Philadelphia Peace Jubilee Celebration, present: 6 officers, and Colt's Band, 30 pieces, 97 enlisted men. This Command acted as escort to Governor Lorrin A. Cooke, in Philadelphia, leaving Hartford on a special train, to which was attached the private cars of His Excellency, his staff and party. We arrived in Philadelphia at about four o'clock p. m., and escorted the Governor to his hotel, and made our own headquarters on our train of sleeping cars. On the next day, (28th) the command escorted Governor Cooke in the parade and attracted a great deal of attention during the entire march, on account of its soldierly appearance and fine marching.

3. January 4th, 1899. Inaugural Parade, present: 6 officers, and 87 enlisted men. This parade was on the occasion of the inauguration of Hon. George E. Lounsbury as Governor, and was participated in by the other companies of Governor's Guards.

In the evening, as has been its custom for a great many years, the command gave a reception to its new Captain-General and Commander-in-Chief, in its own Armory; which was attended by distinguished military and civilian guests from all over the State.

4. April 22d, 1899. Guard-Mount, Review and Dress Parade, tendered to our Captain-General and Commander-in-

Chief, Governor George E. Lounsbury, who was accompanied by his staff. The guard mount was in undress uniform, and the review by the Governor, and Dress Parade were in full dress grenadier uniform.

5. May 17th, 1899. Spring Field Day, present: 6 officers and 81 enlisted men. The day was spent in guard mounting and in other field evolutions, which are impracticable in any armory, and was held at the Retreat Grounds.

6. May 30th, 1899. Decoration Day Parade, as voluntary escort to the Grand Army on the occasion of their decorating the graves of their deceased comrades. The honor of acting as their escort on these occasions is considered a great privilege. There were present 5 officers and 61 enlisted men.

7. September 30th, 1899. Reception to Admiral Dewey, on the occasion of his return from Manila. Present: 6 officers, 126 enlisted men and Colt's Band of 30 pieces. This Command was ordered to report in New York, for escort duty to His Excellency, Governor Lounsbury, in the land parade. Accordingly, the command assembled at its armory on Thursday afternoon, Sept. 28th, marched across the city and embarked on the steamer "City of Lawrence," for New York. The next day was taken up with witnessing the naval parade from the decks of our steamer which participated in the parade. On Saturday, our steamer transported the command up the North River to 134th Street near our place in the line. I would like to say regarding the parade, which had probably the greatest number of spectators that this command has ever marched before, that to my mind, the men never presented a more soldierly appearance, marched better or attracted more attention, in their handsome and striking colonial uniforms, with the new white cross belts, than they did on that occasion.

8. I would say in closing my report, that the personnel of this command is fully up to its high standard, and its ambition is to be a credit to the State and to itself under all circumstances, and, although it is a very ancient organization, it is up-to-date in all things military and ready for active service at any time.

I have the honor to remain,

Very respectfully, your obedient servant,

LOUIS R. CHENEY,

Major Commanding First Company, Governor's Foot Guard.

**Report of Major Edward M. Clark, Commanding Second Company
Governor's Foot Guard.**

HEADQUARTERS SECOND COMPANY,
GOVERNOR'S FOOT GUARD,
NEW HAVEN, CONN., SEPT. 30, 1899.

Adjutant-General, State of Connecticut.

SIR:—

I have the honor to submit herewith my Annual Report of this Command covering the period from October 1, 1898, to September 30, 1899.

This Company has a membership of 6 officers and 112 enlisted men, with an additional membership of 45 men who, though not regularly enlisted in the State service, many of them have purchased uniforms at their own expense.

The Command is well armed and equipped for service.

Drills are held in the Armory one evening each week from November 1st to May 31st.

There has been an increased attendance during the past year and the proficiency of the men in this important duty is remarkable. Many of the men are veterans of the civil war and are as prompt and alert as cadets; while their marching always attracts attention and merits unqualified praise.

This Command is composed of some of New Haven's best known military, professional and business men, who stand ever ready not only to defend but to uphold the dignity of the State.

Fall Field Days, October 26th and 27th, 1898; present: 6 officers and 109 enlisted men, and 28 additional members, with the Second Regiment Band, comprising 31 musicians led by Herr Fichtel. The parade was granted by special orders, and at the invitation of the Philadelphia Peace Jubilee Committee. This Command had the honor of forming part of the escort to His Excellency, Governor Lorrin A. Cooke, which was reviewed by President McKinley and General Miles on Broad Street, Philadelphia,

on October 27th. Along the line of march the Company was frequently and generously applauded while the press complimented the fine marching and soldierly bearing of the men.

Parade at Hartford, January 4, 1899; present: 6 officers, 87 enlisted men and 37 additional members, accompanied by the Second Regiment Band of 31 men. Command had the honor of assisting in the ceremonies of inaugurating His Excellency, Governor George E. Lounsbury. The Company was escorted from the train to hotel by the First Company, Governor's Foot Guard, of Hartford, who received us cordially and entertained us most hospitably.

Spring Field Day was held May 24th, 1899; present: 6 officers, 101 enlisted men and 21 additional members. The day was devoted to field manœuvres and instruction, ending with a street parade.

Dewey Day Parade, September 29th and 30th, 1899; present: 6 officers, 110 enlisted men and 32 additional members. Parade granted by permission of His Excellency, Governor George E. Lounsbury, Special Orders, No. 241, A. G. O., 1899, at New York, on the occasion of welcoming Admiral Dewey to that city. This Command accompanied by Reeves' famous American Band of Providence, composed of 36 musicians, left New Haven September 29th by special train, at 9:40 A. M. At New York we were received at the Grand Central Station by an escort tendered by General Roe, and marched to our headquarters at the Sturtevant House.

The afternoon was spent in sight seeing. In the evening the officers and staff gave a reception, Reeves' Band playing concert music. A collation was served and the function was most enjoyable, attracting great attention and having many visitors.

On the morning of the 30th this Command rode through Central Park, thence to Grant's Tomb to take its place in the parade. While waiting for orders luncheon was served at Morning-side Park. At 2:30 orders came to fall in and Connecticut's troops, headed by Governor George E. Lounsbury, and his Staff met with a continuous ovation during the entire march.

By reason of some obstruction caused by troops ahead, this Company had the good fortune to mark time directly in front of the Grand Stand, and was *twice* saluted by Admiral Dewey and General Miles. Upon reaching the south side of Washington Square, after passing the reviewing officer, General Roe, the Com-

pany marched directly to the Sturtevant House and was dismissed. At 10:30 P. M., we left by special train, arriving at New Haven on schedule time. Every man felt that it was a great privilege to take part in such a patriotic demonstration. We were proud of our Governor, our State, and our Country.

Respectfully,

EDWARD M. CLARK,

Major Commanding Second Company, Governor's Foot Guard.

**Report of Major Gilbert P. Hurd, Commanding First Company
Governor's Horse Guard.**

HEADQUARTERS, FIRST COMPANY,

GOVERNOR'S HORSE GUARD,

HARTFORD, SEPTEMBER 30, 1899.

Adjutant-General, State of Connecticut.

SIR:

I have the honor to submit herewith the annual report of my Command for the year ending September 30th, 1899.

Strength, Commissioned Officers, -	5
Non-Commissioned Officers, 18	
Privates, - - -	48
Total, - - - -	<u>71</u>

October 18th, 1898, occurred our Fall field day. The Command turned out with nearly full ranks. The day was spent in drill and revolver practice, at the First Regiment rifle range, followed by banquet and social at Armory in the evening.

January 4th, 1899, the Command paraded as escort in the Inaugural parade of His Excellency, Governor George E. Lounsbury. The Company formed and escorted the Second Company Horse, of New Haven, from Windsor Avenue to Company Armory, where lunch was served. The two commands reported at one o'clock for parade. The Command entertained the Second Company in the evening at their armory.

In March, the company held their annual competitive drill, the medal being won by Sergeant William A. Hinds.

May 17th, Spring field day was held at the Gentleman's Driving Club Park, the Company turning out 58 strong. The day was spent in platoon and company skirmish drill, the drill being a new feature as it cannot be performed at the Armory owing to limited space.

In June, the Company assembled for their annual Memorial services, and on Sunday, the 11th, graves of deceased comrades were decorated, and the command attended Divine service in the evening at Christ Church.

During July the company lost by death two of its members; Adjutant John B. Clapp, and Corporal John J. Rowbotham. The company attended the funeral services of Adjutant Clapp in a body with the many other organizations of which he was a popular member.

* * * * *

The command is nearly unanimous in a desire to be transferred to the Connecticut National Guard, and contemplates petitioning for the privilege, but decided it would be best to defer the matter to some more opportune time.

The company drills for the year have been largely attended, and great interest taken in the same. The command is in excellent condition.

I have the honor to be

Most respectfully,

Your obedient servant,

GILBERT P. HURD,

Major Commanding First Company, Governor's Horse Guard.

Report of Major Luzerne Ludington, Commanding Second Company
Governor's Horse Guard.

HEADQUARTERS, SECOND COMPANY,
GOVERNOR'S HORSE GUARD,
NEW HAVEN, CONN., Sept. 30, 1899.

Adjutant-General, State of Connecticut.

SIR:

I have the honor to submit herewith the report of my command for the year ending September 30th, 1899.

STRENGTH, SEPTEMBER 30th, 1899	
Commissioned Officers and Staff,	- 17
Enlisted men,	- - - - - 80
	97

OCTOBER 31, 1898, FALL PARADE.

The day was spent at Derby, about twelve miles distant from New Haven, and the trip to that place and return made an excellent practice march of twenty-five miles. A very cordial welcome was given the Company by the citizens of Derby. In the afternoon a drill was held at Lake Housatonic Park. Governor Lorrin A. Cooke, who was present with his Staff, reviewed the Company. Attendance seventy-five.

JANUARY 4, 1899, INAUGURAL PARADE.

Sixty-eight members of this command reported for escort duty at the inaugural exercises of Governor George E. Lounsbury. The Company with their horses were transported to and from Hartford by special train, loading and unloading the horses at both ends of the line.

MAY 25, 1899, SPRING PARADE.

The day was spent in marching and drilling. At 8.30 in the forenoon the company marched from the armory to a large vacant lot in West Haven, where a brisk drill was held, followed by an inspection and review of the command. All the men were found to be well equipped and showed a high degree of efficiency in drill. The march was continued to Woodmont, which was reached at noon and after a rest and another short drill the company returned to New Haven. Attendance eighty.

SEPTEMBER 30, 1899, DEWEY DAY. VOLUNTARY PARADE.

The company took part in the Dewey Day Parade at New York City by joining the Connecticut contingent of troops. A special train transported the men and horses to New York, leaving New Haven at 6.00 A. M., arriving in New York at 8.00 A. M. returning late in the evening of the same day. The company was assigned the left of the Connecticut line and presented a creditable appearance. At the same time a detail of three non-commissioned officers acted as color bearers for Governor Lounsbury. Attendance sixty.

AUGUST 21 TO 26, 1899, ANNUAL ENCAMPMENT,

CAMP LOUNSBURY.

A detail of three men of my command, one sergeant and two privates, acted as orderlies to His Excellency, Governor Lounsbury, during the six days' encampment at Niantic, performing their duties in a soldierly and efficient manner.

IN GENERAL.

My command is in a very prosperous condition. Drills are well attended and each member takes voluntarily the greatest pride in his personal record for efficiency. The company is well uniformed and equipped, but very poorly armed. The only armament possessed by the company at present is an artillery sabre of somewhat antique model. I am strongly of the opinion that before another year passes, the state authorities will see fit to furnish carbines for the company. Should this be done my command would be practically armed and equipped according to United States Army Regulations.

Many of my men are expert horsemen and all are being especially drilled in the care and management of horses. In the occasion of the Dewey Day celebration the time occupied in unloading the sixty horses from the train in the Harlem River freight yards was six minutes. The horses were loaded at eight o'clock on the same evening by lantern light in ten minutes; all without the slightest accident of any kind. This simple test indicates more than anything else could, how completely my men have learned the first lesson for all cavalry men—to handle their horses with promptness and safety.

I have the honor to remain,

Very respectfully,

Your obedient servant,

LUZERNE LUDINGTON,

Major Commanding Second Company, Governor's Horse Guard.

[16]

**REPORT OF COLONEL WM. E. F. LANDERS, ASSISTANT
ADJUTANT-GENERAL, IN RELATION TO PENSIONS
AND BOUNTY CLAIMS.**

ADJUTANT-GENERAL'S OFFICE,

HARTFORD, September 30th, 1899.

Adjutant-General, State of Connecticut.

SIR :

I have the honor to submit herewith my fifth annual report, as prosecuting attorney for pension claims, during the fiscal year ending September 30th, 1899.

WAR OF THE REBELLION.

Number of pensions and bounty claims filed through this office :

Original claim soldiers,	.	.	.	69
“ “ widows,	.	.	.	67
“ “ mothers,	.	.	.	3
“ “ fathers,	.	.	.	2
“ “ helpless child,	.	.	.	2
Increase claims, .	.	.	.	52
Accrued, .	.	.	.	39
Bounty, back pay, etc.,	.	.	.	7
Reimbursement,	.	.	.	11
Total,	.	.	.	<u>252</u>

There have been ninety-four (94) claims allowed, with a total of first payment of \$11,255.52.

The following will show the number and cash amount of the vouchers executed in this office during the term mentioned :

December 4th, 1898,	364	vouchers,	cash amount,	\$11,218 11
March 4th, 1899,	369	“ “ “		11,691 07
June 4th, 1899,	377	“ “ “		11,802 41
September 4th, 1899,	326	“ “ “		11,188 87
Total				<u>\$45,900 46</u>

Total amount collected on vouchers executed in this office since June, 1871, \$1,022,701.25.

The Honorable Secretary of the Interior, Ethan A. Hitchcock, in his annual report, shows at the close of the fiscal year, there were nine hundred and ninety-one thousand, five hundred and nineteen (991,519) pensioners, a decrease of twenty-one hundred and ninety-five (2195) during the year.

The average annual value of all pensions was one hundred and thirty-two dollars and seventy-four cents, (\$132.74).

The Spanish-American war will probably increase the pension roll, during the current fiscal year.

There has been no change in the general law, relative to pensioners.

INVALID PENSIONERS, DESERTING WIVES AND MINOR CHILDREN.

The Act of March 3rd, 1899, amended Section 4766, revised Statutes, by adding the following provision:

"That in case a resident pensioner of the United States, shall, for a period of over six months, desert his lawful wife, she being a woman of good moral character and in necessitous circumstances, or if he have no lawful wife, shall desert his legitimate child or children, under sixteen years of age, or his permanently helpless or dependent child, the Commissioner of Pensions is hereby directed, upon being satisfied by competent evidence of such desertion, to cause one-half of the pension due, or to become due, said pensioner, during the continuance of such desertion, to be paid to the wife, or, in case there is no wife, to the legal guardian of the child or children."

WIDOWS, TIME OF MARRIAGE.

The Act of March 3rd, 1899, contains the following provision:

"Provided farther, that hereafter no pension under any law of the United States shall be granted, allowed or paid to the widow of a soldier, sailor, officer, naval or military, marine, marine officer, or any other male person entitled to a pension under any law of the United States, unless it shall be proved and established that the marriage of such widow to the soldier, sailor, officer, marine, or other person on account of whose service the pension is asked, was duly and legally contracted and entered into prior to the passage of this Act, or unless such wife shall have lived and cohab-

ited with such soldier, sailor, officer, marine, marine officer, or other person, continuously, from the date of the marriage to the date of his death, or unless the marriage shall take place hereafter and prior to or during the military or naval service of the soldier, sailor, officer, marine, or other person on account of whose service the pension is asked or claimed. This proviso shall not apply to or effect the widow of any soldier, sailor, marine, officer or marine officer serving, or who has served in the war between the United States and the Kingdom of Spain."

It will be noted that if the parties were married since March 3rd, 1899, the widow must show that she lived with the deceased continuously from marriage till his death, unless the marriage occurred before or during the service of the deceased.

VOLUNTEERS' EXTRA PAY, SPANISH WAR.

The Act of January 12th, 1899, provided extra pay for members of the volunteer organizations thereafter mustered out of service, if their service was honest and faithful; two month's pay if service was rendered beyond the limits of the United States, and one month's pay if the service was wholly with the United States. Under this Act, officers and men of a volunteer organization under orders for muster out on January 12, 1899, and who, because of their services being required, did not have the benefit of the furlough allowed organizations ordered for muster out before that date are entitled to the extra pay, notwithstanding the command as a whole, received furlough.

Under the Act of March 3rd, 1899, it is held that all enlisted men of volunteer organizations, whose service was honest and faithful and who were mustered out before their organization, for reasons other than by way of favor for their own convenience, are entitled to the same extra pay as allowed by the Act of January 12th, 1899, above, whether mustered out before or since January 12th, 1899, or March 3rd, 1899.

HEIRS OF DECEASED VOLUNTEERS, SPANISH WAR.

The Act of March 3rd, 1899, provides that the legal heirs or representatives of officers and men of the Volunteer Army, dying in the service, shall have the same extra pay as allowed by the Act of January 12th, 1899, above.

CLAIMS UNDER THE OLD LAW AND NEW LAW.

Whatever complaints have been made regarding the pension bureau and its head, the pension commissioner, in justice to him and the department, it must be said that applications for pensions under the new law, i. e. disease contracted since expiration of term of service in the war of the rebellion, when properly attested, have been granted in a surprisingly short time, only averaging from four to six weeks from time of filing the petitions, in amounts from six dollars (\$6.00) (the minimum), to twelve dollars (\$12.00) (the maximum), per month.

Doubtless there are thousands of claims, under the old law which, on account of necessary evidence, are held back, in the pension bureau, waiting testimony called for, which many applicants decline to furnish on account of what they consider, an unnecessary demand. I can only reiterate what I have said in former reports, that every requirement asked for by the department, should be promptly furnished, or some good reason given for non-compliance therewith.

I have been impressed in my interviews with the officials of the pension bureau, with the fact that they are anxious to expedite all worthy claims, as fast as the law and evidence will permit. In resurrecting some of the old claims, I have found that very little was required to complete the evidence and supply "the missing link," which the claimant had, in many instances, ignored.

CLAIMS RESULTING FROM THE SPANISH-AMERICAN WAR.

Happily the claims for pensions of volunteers in the Spanish-American War are of comparative easy adjustment, on account of the painstaking care exercised by the war department in preparing the muster in and muster out rolls.

The physical condition of each volunteer is so explicitly defined in the rolls specified, that it is simply a question of a few weeks only, in the matter of adjudicating the claims. Had the same care been exercised in the war of the rebellion, a large amount of money and valuable time would have been spared the government.

In conclusion, I wish to state that, the work of that portion of your department which relates to pensions, has been thoroughly appreciated by the grateful recipients whose pensions have been procured for them, free of charge. The knowledge that in many in-

stances, the same has relieved cases of destitution and want, is ample testimony of the wisdom of this portion of the State's beneficence. Thirty-four years have elapsed since the close of the war of the rebellion. The sturdy, hale and enthusiastic recruit of 1861 is now the bowed, decrepit and aged veteran. Loyally he served his country in its sorest need, and with gratitude the Government he supported so patriotically, desires to aid him in his declining years. The lesson inculcated by his patience, fortitude, self-denial and bravery, has been a stimulus and incentive for succeeding generations, in their reverence, devotion and loyalty for the cause of liberty, and for the best country, best government, under the best flag in the world.

Very respectfully,

Your obedient servant,

WM. E. F. LANDERS,

Colonel and Assistant Adjutant-General.

[17]

MILITARY ENROLLMENT, 1899.

HARTFORD COUNTY.

TOWNS.	Total Number Enrolled.	Minors, Mem- bers of Active Militia, and other Exempts.	Liable to Military Duty in case of War or Invasion.	Number Liable to Commutation Tax.
Hartford, . . .	10,989	3,150	10,810	7,839
Avon, . . .	121	14	120	107
Berlin, . . .	317	22	309	295
Bloomfield, . . .	172	23	170	149
Bristol, . . .	1,219	453	1,159	766
Burlington, . . .	138	16	133	122
Canton, . . .	370	54	351	316
East Granby, . . .	81	8	77	73
East Hartford . . .	574	220	571	354
East Windsor, . . .	318	55	318	263
Enfield, . . .	809	160	784	649
Farmington, . . .	449	122	444	327
Glastonbury, . . .	436	93	407	343
Granby, . . .	204	34	192	170
Hartland, . . .	61	5	61	56
Manchester, . . .	1,155	259	1,129	896
Marlborough, . . .	23	1	23	22
New Britain, . . .	2,978	553	2,930	2,425
Newington, . . .	126	41	116	85
Plainville, . . .	291	79	285	212
Rocky Hill, . . .	159	20	152	139
Simsbury, . . .	212	23	212	189
Southington, . . .	889	314	854	575
South Windsor, . . .	262	41	258	221
Suffield, . . .	350	81	347	269
West Hartford, . . .	197	46	197	151
Wethersfield, . . .	217	90	204	127
Windsor, . . .	456	119	444	337
Windsor Locks, . . .	450	83	439	367
Total, . . .	24,023	6,179	23,496	17,844

TOLLAND COUNTY.

TOWNS.	Total Number Enrolled.	Minors, Mem- bers of Active Militia, and other Exempts.	Liable to Military Duty in case of War or Invasion.	Number Liable to Commutation Tax.
Tolland, . .	85	10	79	75
Andover, . .	42	7	42	35
Bolton, . .	58	9	54	49
Coventry, . .	243	43	233	200
Columbia, . .	86	18	77	68
Ellington, . .	226	30	220	196
Hebron, . .	97	9	97	88
Mansfield, . .	196	17	193	179
Somers, . .	218	37	212	181
Stafford, . .	480	75	480	405
Union, . .	41	4	39	37
Vernon, . .	1,070	241	1,047	829
Willington, .	104	15	95	89
Total, . .	2,946	515	2,868	2,431

NEW HAVEN COUNTY.

TOWNS.	Total Number Enrolled.	Minors, Mem- bers of Active Militia, and other Exempts.	Liabie to Military Duty in case of War or Invasion.	Number Liabie to Commutation Tax.
New Haven, .	15,798	1,560	15,691	14,238
Ansonia, . .	1,977	585	1,787	1,392
Branford, . .	674	175	654	499
Bethany, . .	76	11	74	65
Beacon Falls, .	60	12	58	48
Cheshire, . .	208	25	203	183
Derby, . . .	1,034	449	951	585
East Haven, .	120	26	117	94
Guilford, . .	365	199	355	166
Hamden, . . .	381	41	381	340
Madison, . . .	152	24	141	128
Meriden, . . .	3,613	550	3,576	3,063
Middlebury, .	96		96	96
Milford, . . .	508	185	474	323
Naugatuck, . .	1,581	257	1,569	1,324
North Branford .	108	23	102	85
North Haven, .	246	43	235	203
Orange, . . .	952	302	943	650
Oxford, . . .	110	17	106	93
Prospect, . . .	48	8	45	40
Seymour, . . .	371	124	364	247
Southbury, . .	155	29	147	126
Wallingford, .	1,527	544	1,418	983
Waterbury, . .	4,693	665	4,623	4,028
Woodbridge, . .	116	18	112	98
Wolcott, . . .	66	8	66	58
Total, . . .	35,035	5,880	34,288	29,155

MIDDLESEX COUNTY.

TOWNS.	Total Number Enrolled.	Minors, Mem- bers of Active Militia, and other exempts.	Liable to Military Duty in case of War or Invasion.	Number Liable to Commutation Tax.
Middletown, .	1,338	324	1,300	1,014
Chatham, . .	304	44	304	260
Chester, . .	165	22	164	143
Clinton, . .	161	30	150	131
Cromwell, . .	361	47	355	314
Durham, . .	114	11	110	103
East Haddam, .	335	60	322	275
Essex, . .	317	92	284	225
Haddam, . .	257	54	248	203
Killingworth, .	60	13	55	47
Middlefield, .	105	14	105	91
Old Saybrook, .	191	51	165	140
Portland, . .	335	92	335	243
Saybrook, . .	217	64	208	153
Westbrook, .	100	16	96	84
Total, . .	4,360	934	4,201	3,426

NEW LONDON COUNTY.

TOWNS.	Total Number Enrolled.	Minors, Mem- bers of Active Militia, and other Exempts.	Liable to Military Duty in case of War or Invasion.	Number Liable to Commutation Tax.
New London, .	2,412	1,089	1,996	1,323
Bozrah, . . .	137	27	131	110
Colchester, . .	282	47	279	235
East Lyme, . .	206	38	190	168
Franklin, . . .	79	18	75	61
Griswold, . . .	534	150	500	384
Groton,	745	363	672	382
Lebanon, . . .	193	33	185	160
Ledyard, . . .	155	23	151	132
Lisbon,	75	10	72	65
Lyme,	89	7	86	82
Montville, . . .	346	48	335	298
Norwich,	3,139	1,245	2,988	1,894
North Stonington,	160	39	146	121
Old Lyme, . . .	127	12	127	115
Preston,	378	143	355	235
Salem,	65	16	60	49
Stonington, . .	1,165	465	1,055	700
Sprague,	152	58	144	94
Voluntown, . .	115	25	103	90
Waterford, . . .	300	62	299	238
Total,	10,854	3,918	9,949	6,936

WINDHAM COUNTY.

TOWNS.	Total Number Enrolled.	Minors, Mem- bers of Active Militia, and other exempts.	Liabie to Military Duty in case of War or Invasion.	Number Liabie to Commutation Tax.
Windham, . .	1,216	460	1,178	756
Ashford, . .	126	27	117	99
Brooklyn, . .	192	56	183	136
Canterbury, . .	137	24	131	113
Chaplin, . .	74	18	70	56
Eastford, . .	67	9	66	58
Hampton, . .	100	24	92	76
Killingly, . .	865	241	827	624
Plainfield, . .	495	85	479	410
Pomfret, . .	203	33	195	170
Putnam, . .	576	172	551	404
Sterling, . .	183	30	173	153
Scotland, . .	64	13	59	51
Thompson, . .	467	97	463	370
Woodstock, . .	267	60	254	207
Total, . .	5,032	1,349	4,838	3,683

FAIRFIELD COUNTY.

TOWNS.	Total Number Enrolled.	Minors, Mem- bers of Active Militia. and other Exempts.	Liable to Military Duty in case of War or Invasion.	Number Liable to Commutation Tax.
Fairfield, . .	431	190	408	241
Bethel, . .	627	274	590	353
Bridgeport, . .	9,422	1,900	9,304	7,522
Brookfield, . .	86	15	82	71
Danbury, . .	2,225	806	2,216	1,419
Darien, . .	382	136	372	246
Easton, . .	96	11	91	85
Greenwich, . .	1,498	471	1,465	1,027
Huntington, . .	619	103	607	516
Monroe, . .	86	11	83	75
New Canaan, . .	360	147	321	213
Newtown, . .	391	93	374	298
New Fairfield, . .	63	8	60	55
Norwalk, . .	1,991	542	1,986	1,449
Redding, . .	188	51	166	137
Ridgefield, . .	320	89	309	231
Stamford, . .	2,004	581	1,976	1,423
Stratford, . .	424	148	423	276
Sherman, . .	63	6	62	57
Trumbull, . .	169	15	169	154
Weston, . .	96	17	86	79
Westport, . .	512	226	482	286
Wilton, . .	193	38	178	155
Total, . .	22,246	5,878	21,810	16,368

LITCHFIELD COUNTY.

TOWNS.	Total Number Enrolled.	Minors, Mem- bers of Active Militia, and other exempts.	Liable to Military Duty in case of War or Invasion.	Number Liable to Commutation Tax.
Litchfield, . .	455	120	439	335
Barkhamsted, . .	129	18	129	111
Bethlehem, . .	59	13	55	46
Bridgewater, . .	75	8	70	67
Canaan, . . .	89	10	89	79
Colebrook, . . .	99	19	95	80
Cornwall, . . .	166	41	148	125
Goshen,	127	28	127	99
Harwinton, . .	142	13	138	129
Kent,	121	11	121	110
Morris,	61	2	61	59
New Hartford, .	303	62	285	241
New Milford, . .	487	122	434	365
Norfolk,	222	21	222	201
North Canaan, .	251	4	248	247
Plymouth, . . .	386	73	372	313
Roxbury,	95	16	90	79
Salisbury, . . .	360	97	338	263
Sharon,	234	58	226	176
Torrington, . .	1,688	482	1,620	1,206
Thomaston, . .	434	134	427	300
Washington, . .	252	32	226	220
Warren,	53	11	48	42
Watertown, . .	322	80	308	242
Winchester, . .	1,221	474	1,186	747
Woodbury, . . .	179	43	163	136
Total,	8,010	1,992	7,665	6,018

RECAPITULATION BY COUNTIES.

COUNTIES.	Total Number Enrolled.	Minors, Mem- bers of Active Militia, and other Exempts.	Liabie to Military Duty in case of War or Invasion.	Number Liabie to Commutation Tax.
Hartford, . .	24,023	6,179	23,496	17,844
Tolland, . .	2,946	515	2,868	2,431
New Haven, .	35,035	5,880	34,288	29,155
Middlesex, . .	4,360	934	4,201	3,426
New London, .	10,854	3,918	9,949	6,936
Windham, . .	5,032	1,349	4,838	3,683
Fairfield, . .	22,246	5,878	21,810	16,368
Litchfield, . .	8,010	1,992	7,665	6,018
Total, . .	112,506	26,645	109,115	85,861

[18]

GENERAL ORDERS

—AND—

IMPORTANT SPECIAL ORDERS.

STATE OF CONNECTICUT.

ADJUTANT-GENERAL'S OFFICE,

GENERAL ORDERS, }
 No. 22. }

Hartford, October 25, 1898.

I. In accordance with Sec. 58, Militia Law, of this State, weekly evening drills are hereby ordered for the different organizations of the Connecticut National Guard, commencing November, proximo, and continuing to May, 1899, inclusive.

II. Brigadier-General Russell Frost, commanding Brigade, Connecticut National Guard, will, upon the receipt of the foregoing, issue orders, as soon as practicable, for weekly evening drills, of one hour and fifteen minutes each, aggregating five hours for the month for each Company, Hospital Corps, Section Signal Corps and Machine-Gun Battery, Connecticut National Guard. It is optional with him to direct fortnightly drills of organizations other than infantry companies, if in his judgment the same proficiency can be obtained. He is also authorized to use his discretion in utilizing such portion of the Brigade Signal Corps, C. N. G., for specialty work, as in his judgment will be for the best interest of the service.

III. Attention is called to Par. IV, G. O. No. 3, A.-G. O., dated Hartford, February 20, 1895: "The drill of any organization in the brigade, occurring on the evening of a legal holiday, may be omitted, provided that the 'time' required is made up on the drill nights of the month in which the holiday occurs."

IV. The figure of merit will be determined as heretofore, in accordance with Par. III, G. O. No. 27, A.-G. O., series 1891. "The drill reports will be made as usual, in triplicate, and forwarded through regular channels with one copy of the gain and loss report, not later than the second day of the month following that reported upon." The blanks for this report will be furnished from this office upon requisition, and will call for the following data, from which will be computed the "figure of merit:" 1st.—Time consumed at each drill, which must be at least five hours per month. 2d.—Officers and men in uniform at roll-call. 3d.—Officers and men actually drilling. 4th.—Total strength of organization. Officers making the reports will be held to a strict accountability for discrepancies if any are found to exist. Delay in forwarding, or careless compilation of these reports, that may prevent prompt issue of orders from this office, giving results of the month's work, will be deemed sufficient cause for censure of the officer responsible, in orders.

ADJUTANT-GENERAL'S REPORT.

V. The Annual Muster and Inspection of the Connecticut National Guard, as required by law, will be made during the month of December, 1898, by Brigadier-General Russell Frost, commanding Brigade, C. N. G., who will detail such officers of his Staff as may be required to do the work. Traveling and hotel expenses incurred by officers detailed for this duty will be paid by the Paymaster-General, upon approved vouchers from this office—no other compensation will be allowed. Duplicate muster-rolls will be made by commanding officers, and *both copies* forwarded to this office. They will also see that the requirements of existing orders are strictly followed.

VI. The following is again published for the information of commandants of the different organizations, in accordance with Par. VI, G. O. No. 23, A.-G. O., October 22, 1889: "Hereafter orders from this office, discharging men from the military service of the State, will be issued on the fifteenth and last days of every month, such orders will include all men for whose discharge application has been made for reasons satisfactory to this office."

By order of the Commander-in-Chief.

GEORGE HAVEN,

Adjutant-General.

OFFICIAL:

WILLIAM E. F. LANDERS,

Assistant Adjutant-General.

STATE OF CONNECTICUT.

ADJUTANT-GENERAL'S OFFICE,

GENERAL ORDERS, }
No. 23. }

Hartford, Nov. 30, 1898.

I. Official notice having been received by this department that the First Regiment, Connecticut Volunteer Infantry, Battery A, Light, and Battery C, First Regiment, Connecticut Volunteer Artillery, have been mustered out of the United States service, and officers and enlisted men of the organizations reported for duty from their leaves of absence and furloughs, respectively, they will resume their former status in the Connecticut National Guard, with exceptions hereafter mentioned. The First Regiment will resume its position in the National Guard as a ten-company organization, with Colonel Charles L. Burdett commanding.

II. Battery A, Light, First Regiment, C. V. Artillery, will resume its former position in the National Guard, with Captain Barlow S. Honce commanding. The Third Platoon, attached to this battery in General Orders No. 11, A.-G. O., Hartford, May 11, 1898, is hereby disbanded. Officers

and men, upon application of the captain commanding, will be granted honorable discharges from the service of the State. Battery C, First Regiment, C. V. Artillery, which was added to the Connecticut National Guard in General Orders No. 10, A.-G. O., May 7, 1893, is hereby disbanded, and the officers and men will be granted an honorable discharge from the State service.

III. Company L, attached to the First Regiment, Connecticut Volunteer Infantry, which was recruited by Captain Charles B. Bowen, retired, has completed a faithful service, and the officers and men of this command having been mustered out of the service of the United States, Captain Bowen and First Lieutenant Delbert R. Jones are restored to their former positions on the retired list of officers in the Connecticut National Guard.

IV. Company G, Fourth Regiment, Connecticut National Guard, Captain Vincent M. King commanding, attached to the First Regiment, Connecticut Volunteer Infantry, in Special Orders No. 125, A.-G. O., July 6, 1898, will resume its former position in the Fourth Regiment, and Captain King will report immediately to Lieutenant-Colonel Charles W. Hendrie, commanding.

V. Officers in the National Guard who have served in the United States Volunteers, desiring to sever their connection with the National Guard, should tender their resignations promptly through regular channels to this department.

VI. Favorable consideration will be given by this department to applications of enlisted men (through proper channels) who have served in the United States Volunteers, and desire their discharge from the Connecticut National Guard.

VII. Colonel Charles L. Burdett, commanding First Regiment, C. N. G., will direct the commandants of the several companies in his command to make application through regular channels for the discharge of a sufficient number of men to reduce the maximum strength of companies to sixty-eight (68), officers inclusive. He is also directed to order said commandants as soon as practicable to make requisition upon the Quartermaster-General for arms and equipments for their several commands, at the same time filing necessary bonds. The matter of uniforming the First Regiment will be considered later. Colonel Burdett is also authorized to use his discretion for the best interests of his command in relation to drills, instructions, etc., during the drill season of 1898-1899, until further orders from this department.

VIII. Captain Barlow S. Honce, commanding Battery A, Light Artillery, C. N. G., will make application through regular channels for the discharge of a sufficient number of his command so that the maximum strength shall consist of eighty-seven (87) men, officers inclusive.

IX. Commissioned Officers of the several organizations returning to service in the C. N. G. will resume their former status in regard to rank.

X. The commendation and thanks of the Commander-in-Chief are hereby tendered to the officers and men of the First Regiment, Connecticut Volunteer Infantry, Battery A, Light, Battery C, First Regiment, Connecticut Volunteer Artillery, and the Naval Battalion, for their patience, patriotism, and fidelity. Although their service was not at the front, they encountered something full as deadly, and more insidious, in disease. The record of those who died in this manner is just as bright, and should be as imperishable as those who died on the field of battle. All honor and glory to them from the State which they so nobly represented.

By order of the Commander-in-Chief,

GEORGE HAVEN,

Adjutant-General.

OFFICIAL:

WILLIAM E. F. LANDERS,

Assistant Adjutant-General.

STATE OF CONNECTICUT.

ADJUTANT-GENERAL'S OFFICE,

GENERAL ORDERS, }

Hartford, December 20, 1898.

No. 24. }

I. The following persons are hereby appointed Post-Surgeons, to determine exemptions from military duty by the standard of disability, prescribed by the Surgeon-General.

Hartford County—Richard S. Griswold, Hartford; Levi Bennett Cochran, Hartford; George Clary, New Britain; Edward P. Woodward, Bristol; Edward F. Parsons, Enfield; E. H. Griswold, East Hartford; Henry C. Bunce, Glastonbury; George F. Lewis, Canton; Charles M. Wooster, Tariffville; Charles Carrington, Farmington; S. R. Burnap, Windsor Locks; Julian N. Parker, Manchester; Edward G. Fox, Wethersfield; Alfred J. Weed, Granby.

New Haven County—Joseph H. Townsend, New Haven; William W. Hawkes, New Haven; Frederick G. Graves, Waterbury; N. Nickerson, Meriden; George L. Beardsley, Derby; Louis E. Cooper, Ansonia; E. B. Heady, Milford; J. D. McGaughey, Wallingford; Walter H. Zink, Branford; E. T. Cornwall, Cheshire; Franklin B. Tuttle, Naugatuck; H. Walter Murlless, Guilford.

Middlesex County—Francis D. Edgerton, Middletown; John H. Grannis, Old Saybrook; Miner C. Hazen, Haddam; M. W. Plumstead, East Haddam; Charles H. Hubbard, Essex; Edwin Bidwell, Deep River; Herbert S. Reynolds, Clinton.

New London County—Hiram B. Thomson, New London; F. N. Braman, New London; Julian La Pierre, Norwich; Edwin H. Knowles, North Stonington; George W. Harris, Old Lyme; William Soule, Griswold; George D. Stanton, Stonington; Fred H. Dart, East Lyme; W. A. Hillard, Stonington.

Windham County—Wm. W. Adams, Plainfield; John B. Kent, Putnam; Theodore R. Parker, Windham; Rienzi Robinson, Killingly; Lowell Holbrook, Thompson; Henry L. Hammond, Dayville.

Tolland County—Thomas F. Rockwell, Vernon; C. B. Newton, Stafford; Frederick E. Johnson, Mansfield.

Fairfield County—George B. Cowell, Bridgeport; Wm. C. Burke, Jr., Norwalk; Wilbur S. Watson, Danbury; Charles R. Hart, Bethel; J. F. Rowell, Stamford; Edwards M. Smith, Newtown; William L. Griswold, Greenwich; Loren T. Day, Westport; William H. Donaldson, Fairfield; Andrew B. Gorham, Wilton; Ernest H. Smith, Redding; C. B. Keeler, New Canaan; Russell W. Lowe, Ridgefield.

Litchfield County—C. O. Belden, Litchfield; William Bissell, Salisbury; J. C. Barker, New Milford; Edward H. Welch, Winchester; D. R. Roger, Woodbury; William L. Platt, Torrington; Orlando Brown, Washington; R. S. Goodwin, Thomaston; Arthur D. Variell, Watertown.

II. All persons between the ages of 18 and 45 years, desiring exemption from military duty and commutation tax, by reason of mental or physical disability, must report to one of the Post-Surgeons for examination, and if found exempt will be furnished with a certificate of exemption, to be filed by them with the selectmen of the town in which they are liable to enrollment. Those who are exempted by Post-Surgeons in any year since 1878, *and the disability classed as permanent*, and who are now living in the same town, will not be required to be examined again, unless by order of the Surgeon-General. Persons who neglect to file their certificate of exemption with the selectmen *before the first day of February, 1899*, will be debarred from exemption for the year.

III. Post-Surgeons will make exemptions strictly in accordance with the orders of the Surgeon-General, and on the *1st of February, 1899*, will report to him on blank form as provided, the names of all exempted by them, giving town and disability, and the names of all examined and not exempted. The fee for examination will be paid on approval of this office upon the report made to the Surgeon-General.

Blanks for certificates of exemption and reports to Surgeon-General will be supplied to Post-Surgeons from this office.

By order of the Commander-in-Chief.

GEORGE HAVEN,

OFFICIAL:

Adjutant-General.

WILLIAM E. F. LANDERS,

Assistant Adjutant-General.

ADJUTANT-GENERAL'S REPORT.

STATE OF CONNECTICUT.

ADJUTANT-GENERAL'S OFFICE,

GENERAL ORDERS, }
 No. 25. }

Hartford, December 30, 1898.

I. Changes as follows in the commissioned officers of the Connecticut National Guard have occurred since April 18, 1898 :

RESIGNED AND DISCHARGED.

BATTERY A.

First Lieutenant Herbert Towle Weston, First Platoon, December 20, 1898.

FIRST REGIMENT.

Lieutenant-Colonel Henry S. Redfield,	May	17, 1898.
Captain Charles H. Moore, Company I,	November	19, 1898.
Captain Jonathan M. Wainwright, Adjutant,	November	23, 1898.
First Lieutenant John B. McCook, Assistant Surgeon,	December	14, 1898.
First Lieutenant Raymond G. Keeney, Paymaster,	December	15, 1898.
Captain Joel M. Nichols, Company G,	December	20, 1898.

SECOND REGIMENT.

Captain George S. Wood, Company E,	June	28, 1898.
Captain Wesley U. Pearne, Company H,	July	19, 1898.
First Lieutenant Lovell H. Page, Company D,	November	2, 1898.
Captain Henry A. Kapitzke, Company B,	November	29, 1898.

THIRD REGIMENT.

Second Lieutenant Jeremiah J. Murphy, Company D,	May	14, 1898.
First Lieutenant Frank T. Preston, Company F,	June	28, 1898.
Second Lieutenant Cevallus C. Walker, Company M,	July	2, 1898.
Captain Edward F. Flynn, Company E,	December	22, 1898.

FOURTH REGIMENT.

First Lieutenant Arthur C. Bennett, Company K,	May	11, 1898.
Captain Frederick A. Hill, Company D,	May	21, 1898.
Captain Richard O'Gorman, Company D,	July	12, 1898.
Colonel James Sheridan,	August	11, 1898.

BRIGADE SIGNAL CORPS.

First Lieutenant James W. Broatch, Second Section, May 17, 1898.

MACHINE-GUN BATTERY.

First Lieutenant Franklin S. Edwards, Fourth Section, July 28, 1898.

First Lieutenant John D. Bonner, First Section, November 15, 1898.

NAVAL BATTALION.

Commander Edward G. Buckland, July 30, 1898.

Lieutenant Amasa Trowbridge, Engineer Division, October 24, 1898.

Ensign Louis F. Middlebrook, Second Division, November 14, 1898.

COMMISSION EXPIRED.

BRIGADE STAFF.

Lieutenant-Colonel Francis G. Beach, Assistant Adjutant-General,
December 21, 1898.

PROMOTED AND APPOINTED.

BRIGADE STAFF.

Major John H. Wade, Brigade Inspector of Bridgeport, appointed Assistant Adjutant-General, with rank of Lieutenant-Colonel from December 21, 1898, *vice* Beach, commission expired.

Major Henry S. Terrell, Inspector Small Arms Practice and Ordnance Officer of Winsted, appointed Inspector, with rank of Major from December 21, 1898, *vice* Wade, promoted.

Captain Lucius H. Fuller, Aide-de-Camp, of Putnam, appointed Inspector of Small Arms Practice and Ordnance Officer, with rank of Major from December 21, 1898, *vice* Terrell, promoted.

BATTERY A.

Private Herbert Towle Weston, of New Haven, appointed First Lieutenant First Platoon, with rank from May 6, 1898, *vice* Fowler, retired.

FIRST REGIMENT.

Captain Henry S. Redfield, Adjutant, of Hartford, appointed Lieutenant-Colonel, with rank from April 16, 1898, *vice* Thompson, resigned.

First Lieutenant Jonathan M. Wainwright, Paymaster, of Hartford, appointed Adjutant, with rank of Captain from April 30, 1898, *vice* Redfield, promoted.

Raymond G. Keeney, of Somersville, appointed Paymaster, with rank of First Lieutenant from May 4, 1898, *vice* Wainwright, promoted.

John B. McCook, of Hartford, appointed Assistant Surgeon, with rank of First Lieutenant from April 30, 1898. Original appointment.

First Lieutenant Arthur H. Bronson, Quartermaster, of Hartford, appointed Adjutant, with rank of Captain from November 23, 1898, *vice* Wainwright, resigned.

Sergeant-Major Edward E. Moseley, of Hartford, appointed Inspector of Small Arms Practice, with rank of Captain from November 23, 1898, *vice* Stratton, retired.

Albert L. Pope, of Hartford, appointed Quartermaster, with rank of First Lieutenant from November 23, 1898, *vice* Bronson, promoted.

SECOND REGIMENT.

First Lieutenant Patrick F. Reynolds, of New Haven, appointed Captain Company E, with rank from July 5, 1898, *vice* Wood, resigned.

Second Lieutenant George E. Hall, of New Haven, appointed First Lieutenant Company E, with rank from July 5, 1898, *vice* Reynolds, promoted.

First Lieutenant Walter R. Markham, of Middletown, appointed Captain Company H, with rank from July 26, 1898, *vice* Pearne, resigned.

Second Lieutenant John A. Broatch, of Middletown, appointed First Lieutenant Company H, with rank from July 26, 1898, *vice* Markham, promoted.

Corporal Edward S. Mowry, of Middletown, appointed Second Lieutenant Company H, with rank from July 26, 1898, *vice* Broatch, promoted.

Second Lieutenant John W. Kramer of Meriden, appointed First Lieutenant Company I, with rank from July 28, 1898, *vice* Jones, retired.

Sergeant John W. Deno, of Meriden, appointed Second Lieutenant Company I, with rank from July 28, 1898, *vice* Kramer, promoted.

Sergeant John H. Shaw, of New Haven appointed Second Lieutenant Company E, with rank from August 9, 1898, *vice* Hall, promoted.

First Sergeant Edward O. Gruener, of New Haven, appointed Second Lieutenant Company F, with rank from September 7, 1898, *vice* Smith, retired.

Second Lieutenant Edward O. Gruener, of New Haven, appointed First Lieutenant Company F, with rank from November 9, 1898, *vice* Dann, retired.

Corporal William Perry Curtiss of New Haven, appointed Second Lieutenant Company F, with rank from November 9, 1898, *vice* Gruener, promoted.

Sergeant-Major Dwight E. Bowers, First Battalion, of New Haven, appointed Battalion Adjutant, with rank of First Lieutenant, from November 22, 1898, *vice* Beach, deceased.

Second Lieutenant Earl H. Hotchkiss, of New Haven, appointed First Lieutenant Company D, with rank from November 17, 1898, *vice* Page, resigned.

Walter G. Penfield, of New Haven, appointed Second Lieutenant Company D, with rank from November 17, 1898, *vice* Hotchkiss, promoted.

First Lieutenant Henry Norton, Jr., of Wallingford, appointed Captain Company K, with rank from December 1, 1898, *vice* Hall, retired.

Second Lieutenant Fred E. Blake, of Wallingford, appointed First Lieutenant Company K, with rank from December 1, 1898, *vice* Norton, Jr., promoted.

Corporal George C. Abbott, of Wallingford, appointed Second Lieutenant Company K, with rank from December 1, 1898, *vice* Blake, promoted.

Second Lieutenant James W. Sypher, of New Haven, appointed Captain Company B, with rank from December 7, 1898, *vice* Kapitzke resigned.

First Sergeant Frank Pauly, of New Haven, appointed Second Lieutenant Company B, with rank from December 7, 1898, *vice* Sypher promoted.

THIRD REGIMENT.

Harry M. Lee, of New London, appointed Assistant Surgeon, with rank of First Lieutenant, from June 18, 1898. Original appointment.

Major Gilbert L. Fitch, Fourth Regiment of Stamford, appointed Major, with rank from June 24, 1898, *vice* Keleher, retired.

Roswell D. Trimble, of New London, appointed Adjutant, with rank of Captain, from June 23, 1898, *vice* Thompson, retired.

J. Spencer Voorhees, of Hartford, appointed Chaplain, with rank from June 24, 1898, *vice* Allen, retired.

First Lieutenant David Conner, Battalion Adjutant, of New London, appointed Captain Company D, with rank from June 27, 1898, *vice* Rogers, retired.

Sergeant Charles P. Kirkland, Company I, of New London, appointed Second Lieutenant Company D, with rank from June 27, 1898, *vice* Murphy, resigned.

Hadlai A. Hull of Stonington appointed Captain Company H, with rank from June 27, 1898. Original appointment.

Battalion Sergeant-Major Herbert D. Utley, of New London, appointed First Lieutenant Company H, with rank from June 27, 1898. Original appointment.

Walter T. Fish, of Mystic, appointed Second Lieutenant Company H, with rank from June 27, 1898. Original appointment.

First Sergeant Kent A. Darbie, of Danielson, appointed First Lieutenant Company F, with rank from June 30, 1898, *vice* Preston, resigned.

ADJUTANT-GENERAL'S REPORT.

FOURTH REGIMENT.

First Lieutenant Richard O. Gorman of Norwalk, appointed Captain, Company D, with rank from May 27, 1898, *vice* Hill, resigned.

Second Lieutenant Charles H. Oakes of South Norwalk, appointed First Lieutenant Company D, with rank from May 27, 1898, *vice* Gorman, promoted.

Sergeant Charles Pennington of Norwalk, appointed Second Lieutenant, Company D, with rank from May 27, 1898, *vice* Oakes, promoted.

Captain Robert G. Mitchell, Aide-de-Camp Brigade, of South Norwalk, appointed Captain, Company D, with rank from July 19, 1898, *vice* Gorman, resigned.

MACHINE-GUN BATTERY.

William H. Siebs of Bridgeport, appointed First Lieutenant, Fourth Section, with rank from August 7, 1898, *vice* Edwards, resigned.

Sergeant Frank A. Keen of Hartford, appointed First Lieutenant, First Section, with rank from December 1, 1898, *vice* Bonner, resigned.

NAVAL BATTALION.

Lieutenant Edward V. Raynolds of New Haven, appointed Commander, with rank from November 3, 1898, *vice* Buckland, resigned.

Lieutenant Daniel M. Goodridge, First Division, of New Haven, appointed Lieutenant, with rank from November 3, 1898, *vice* Raynolds, promoted.

Seaman Lauriston F. L. Pyncheon of Hartford, appointed Ensign, Second Division, with rank from November 23, 1898, *vice* Middlebrook, resigned.

Ensign Robert E. L. Hutchinson of New Haven, appointed Lieutenant, First Division, with rank from November 28, 1898, *vice* Goodridge, promoted.

Master-at-Arms Charles K. Hutchinson of New Haven, appointed Ensign, First Division, with rank from November 28, 1898, *vice* Hutchinson, promoted.

RETIRED.

BATTERY A.

First Lieutenant George T. Fowler, First Platoon, May 6, 1898.

FIRST REGIMENT.

Captain William H. Stratton, Inspector of Small Arms Practice,	June	27, 1898.
Captain Martin Laubscher, Company C,	December	15, 1898.
Captain Sidney M. Leonard, Company D,	December	20, 1898.

SECOND REGIMENT.

First Lieutenant Delbert R. Jones, Company I,	July	5, 1898.
Second Lieutenant Charles Smith, Company F,	August	31, 1898.
First Lieutenant Clarence B. Dann, Company F,	October	27, 1898.
Captain Robert E. Hall, Company K,	November	21, 1898.

THIRD REGIMENT.

Lieutenant-Colonel George M. Cole,	June	21, 1898.
Chaplain Nicholas T. Allen,	June	23, 1898.
Major Daniel Keleher,	June	23, 1898.
Captain Thomas O. Thompson, Adjutant,	June	23, 1898.
Captain Frank W. Rogers, Company D,	June	27, 1898.

DIED.

SECOND REGIMENT.

First Lieutenant Rodmond V. Beach, Battalion Adjutant,	September 28, 1898.
--	---------------------

BRIGADE SIGNAL CORPS.

First Lieutenant Philip E. Fairfield, First Section,	October 28, 1898.
--	-------------------

II. RETIRED OFFICERS.

FIRST REGIMENT.

Colonel William E. Cone, Hartford.
 Lieutenant-Colonel Charles E. Thompson, Hartford.

By order of the Commander-in-Chief.

GEORGE HAVEN,

Adjutant-General.

OFFICIAL :

WILLIAM E. F. LANDERS,

Assistant Adjutant-General.

ADJUTANT-GENERAL'S REPORT.

STATE OF CONNECTICUT.

ADJUTANT-GENERAL'S OFFICE,

GENERAL ORDERS, }
 No. 26. }

Hartford, December 31, 1898.

I. Official notice has been received by this department that the officers and enlisted men of Battery B, First Regiment, Connecticut Volunteer Artillery, have been mustered out and discharged from the service of the United States after a faithful service of seven months and sixteen days. This Battery which was originally Co. K, Fourth Regiment, Connecticut National Guard, and reorganized as a Battery in General Orders No. 10, A.-G. O., 1898, is hereby disbanded as an organization and reassigned as Co. K, Fourth Regiment, Connecticut National Guard.

II. Capt. Fred J. Breckbill, will immediately report with his command for duty to Lieut.-Colonel Charles W. Hendrie, commanding Fourth Regiment, Connecticut National Guard, and as soon as practicable thereafter proceed to reduce the maximum strength of his company to sixty-eight men, officers inclusive, by applying for the discharge of surplus men.

III. Favorable consideration will be given by this department to applications of enlisted men through proper channels who have served in the Connecticut Volunteers and desire their discharge from the Connecticut National Guard.

IV. Major Gilbert L. Fitch, appointed Major, Third Regiment, Connecticut National Guard, in Special Orders, No. 112, A.-G. O., 1898, is hereby reassigned to the Fourth Regiment, Connecticut National Guard, with rank from January 18, 1897, and will report for duty to Lieut.-Colonel Charles W. Hendrie, commanding.

By order of the Commander-in-Chief.

GEORGE HAVEN,

OFFICIAL :

Adjutant-General.

WILLIAM E. F. LANDERS,

Assistant Adjutant-General.

STATE OF CONNECTICUT.

ADJUTANT-GENERAL'S OFFICE,

GENERAL ORDERS, }
 No. 1. }

Hartford, January 4, 1899.

I. The following order from the Commander-in-Chief is hereby promulgated for the information of all concerned :

STATE OF CONNECTICUT.

EXECUTIVE DEPARTMENT,

Order.

Hartford, January 4, 1899.

The following named persons have been appointed on the staff of the Governor and Commander-in-Chief, to take rank from January 4, 1899:

Brigadier-General Louis N. Van Keuren, Quartermaster-General, State of Connecticut, of Bridgeport, to be Adjutant-General with rank of Brigadier-General.

Captain George B. Newton, retired, to be Quartermaster-General with rank of Brigadier-General.

J. Francis Calef of Middletown, to be Surgeon-General with rank of Brigadier-General.

John W. Atwood of Plainfield, to be Commissary-General with rank of Brigadier-General.

Heman O. Averill of Washington, to be Paymaster-General with rank of Brigadier-General.

George H. Cowell of Waterbury, to be Judge-Advocate-General with rank of Brigadier-General.

Rollin S. Woodruff of New Haven, to be Aide-de-Camp with rank of Colonel.

John W. Lowe of New Haven, to be Aide-de-Camp with rank of Colonel.

Isaac N. Ullman of New Haven, to be Aide-de-Camp with rank of Colonel.

Henry J. Steiner of Norwich, to be Aide-de-Camp with rank of Colonel.

They will be obeyed and respected accordingly.

The Adjutant-General is hereby charged with the promulgation of this order to all concerned.

GEORGE E. LOUNSBURY,

Governor and Commander-in-Chief.

II. The following appointments are hereby announced for the information of all concerned:

Colonel William E. F. Landers, Assistant Adjutant-General, of New London, to be Assistant Adjutant-General with rank of Colonel, from January 9, 1895,—Reappointment.

Francis Parsons of Hartford, to be Assistant Quartermaster-General with rank of Colonel from January 4, 1899.

By order of the Commander-in-Chief.

LOUIS N. VAN KEUREN,

OFFICIAL:

Adjutant-General.

WILLIAM E. F. LANDERS,

Assistant Adjutant-General.

NOTE.—General Orders No. 26 is the last of series of 1898.

ADJUTANT-GENERAL'S REPORT.

STATE OF CONNECTICUT.

ADJUTANT-GENERAL'S OFFICE,

GENERAL ORDERS, }
 No. 2. }

Hartford, January 13, 1899.

Strict attention is called to paragraph 152, page 103, Law and Regulations, Connecticut National Guard, in relation to military discussions and publications:

"Deliberations or discussions among military men, conveying praise or censure, or any mark of approbation toward others in the military service, and all publications relative to transactions between military men, either of official or personal nature, whether newspaper, or pamphlet, or hand bill, are, except when authorized by the commander-in-chief, strictly prohibited as being unmilitary, and injurious to the public interest. Moreover, every officer and every soldier in time of insurrection, or when troops are under orders for the public defense, is forbidden to publish, or permit the publication of any official letter or report, whether written by himself or others, without permission from the commander-in-chief, or to allow any copy of such document to pass into the hands of any person not authorized by proper authority to receive the same."

A strict observance of the foregoing paragraph by every commissioned officer and enlisted man of the Connecticut National Guard will be insisted upon by this department, and a violation of the same promptly noted.

By order of the Commander-in-Chief,

LOUIS N. VAN KEUREN,

Adjutant-General.

OFFICIAL:

WILLIAM E. F. LANDERS,

Assistant Adjutant-General.

STATE OF CONNECTICUT.

ADJUTANT-GENERAL'S OFFICE,

GENERAL ORDERS, }
 No. 3. }

Hartford, January 17, 1899.

I. Paragraph 696, Article XIV, page 220, Law and Regulations, Connecticut National Guard, in relation to target practice is hereby amended to read as follows: The system of target practice adopted by the Connecticut National Guard shall be that in use by the Army of the United

States with such modifications as shall, with the approval of the Adjutant-General, be made by the Brigade Commander, and published in General Orders by this department.

II. The attention of commissioned officers in the Connecticut National Guard is called to par. 466, Art. XI, page 158, Law and Regulations, C. N. G., relative to correspondence: "A strict observance of the prescribed channel of communication is enjoined on the part of all officers, whether in the actual performance of duty or not, except under special circumstances where a direct reference is necessary. Any officer, who, on his own responsibility, transmits documents otherwise than through the proper channel, must fully explain the causes which induce him to do so, and at the same time forward copies for the information of the authority through which they should have passed in regular course." Negligence or oversight in regard to this rule has caused unnecessary delay in the transaction of business and is of too frequent occurrence to be ignored. With the exception of enlistment papers and requisitions for books and blanks which will be forwarded as heretofore, absolute adherence to this regulation will be insisted upon by this department.

III. Commanding officers of the Connecticut National Guard are hereby directed to comply more promptly with rule contained in Sec. 50, Militia Law, page 22, Law and Regulations, Connecticut National Guard, with regard to making annual returns to selectmen of the active members of their commands who have performed the military duty required by law. Complaints have been received by this department of negligence on the part of commandants in this matter which is unnecessary and inexcusable. In making returns to the Selectmen of the members of organizations, age and residence should be given.

By order of the Commander-in-Chief.

LOUIS N. VAN KEUREN,

Adjutant-General.

OFFICIAL:

WILLIAM E. F. LANDERS,

Assistant Adjutant-General.

STATE OF CONNECTICUT.

ADJUTANT-GENERAL'S OFFICE,

GENERAL ORDERS, }

Hartford, February 17, 1899.

No. 4. }

I. In accordance with Section 29, Chapter CCCXXXIII, Militia Law, the following officers are hereby appointed members of an examining board for the examination of officers, Connecticut National Guard:

ADJUTANT-GENERAL'S REPORT.

Brigadier-General Russell Frost, commanding Brigade, Connecticut National Guard ; Colonel Augustus C. Tyler, commanding Third Regiment, Connecticut National Guard ; and Captain Thomas T. Welles, Adjutant, Second Regiment, Connecticut National Guard. Commander Edward V. Reynolds, commanding Naval Battalion, Connecticut National Guard, is appointed an additional member of the board during the examination of officers of his command.

II. The board will convene at the Headquarters Room, First Regiment Armory, Hartford, March 6th and 7th ; Headquarters Room, Second Regiment Armory, New Haven, March 8th and 9th, and Headquarters Room, Fourth Regiment Armory, Bridgeport, March 10th and 11th, at 9 o'clock A. M., each day, and make return to this office of the name and rank of each officer examined and the result of such examination in detail.

III. The following officers are hereby ordered to appear before the examining board at places designated, in undress uniform with side arms :

HEADQUARTERS ROOM, FIRST REGIMENT ARMORY, HARTFORD.

BRIGADE STAFF.

March 6. Major Henry S. Terrell, Brigade Inspector ; Major Lucius H. Fuller, Brigade Inspector of Small Arms Practice and Ordnance Officer.

FIRST REGIMENT.

March 6. Lieutenant-Colonel John Hickey ; Major Charles H. Moore ; Captain Arthur H. Bronson, Adjutant ; First Lieutenant Albert L. Pope, Quartermaster ; Captain Edward E. Moseley, Inspector of Small Arms Practice ; Captain J. Paul Haun ; Captain Abraham L. Hauerwas ; Captain John Davenport Cheney ; Captain William J. Rawlings.

March 7. First Lieutenant Frederick W. Chapman ; First Lieutenant G. Arthur Hadsell ; First Lieutenant Lewis J. Doolittle ; First Lieutenant Samuel E. Magson ; Second Lieutenant James H. Barnett ; Second Lieutenant George M. Mycroft ; Second Lieutenant John Connelly, Jr. ; Second Lieutenant James Smith ; Second Lieutenant Frank D. Clark.

MACHINE-GUN BATTERY.

March 7. First Lieutenant Frank A. Keen.

HEADQUARTERS ROOM, SECOND REGIMENT ARMORY, NEW HAVEN.

BRIGADE STAFF.

March 8. Captain Walter G. Penfield, Aide-de-Camp.

SECOND REGIMENT.

March 8. First Lieutenant Dwight E. Bowers, Battalion Adjutant ; Captain James W. Sypher ; Captain Jeremiah F. Donovan ; Captain Patrick F. Reynolds ; Captain Walter R. Markham ; Captain Oscar L. Bradley ; Captain Henry Norton, Jr. ; First Lieutenant Frank Pauly ; First Lieutenant William M. Kenna.

ADJUTANT-GENERAL'S REPORT.

227

March 9. First Lieutenant Earl H. Hotchkiss; First Lieutenant George E. Hall; First Lieutenant John A. Broatch; First Lieutenant John W. Kramer; First Lieutenant Fred E. Blake; First Lieutenant Edward O. Gruener; Second Lieutenant Bernard Trautman; Second Lieutenant Edward G. Laflin; Second Lieutenant John H. Shaw; Second Lieutenant Edward S. Mowry; Second Lieutenant John W. Deno; Second Lieutenant George C. Abbott; Second Lieutenant William Perry Curtiss.

BATTERY A.

March 9. Captain William J. O'Brien; First Lieutenant Alton Spencer.

NAVAL BATTALION.

March 9. Lieutenant Daniel M. Goodridge; Lieutenant (Junior Grade) Nathaniel W. Bishop, Ordnance Officer; Lieutenant (Junior Grade) Frederick L. Averill, Paymaster; Lieutenant Robert E. L. Hutchinson; Lieutenant (Junior Grade) Hermann F. Cuntz; Ensign Charles K. Hutchinson; Ensign Lyman Root; Ensign Frederic C. Spencer; Ensign Forrest Shepherd.

HEADQUARTERS ROOM, FOURTH REGIMENT ARMORY, BRIDGEPORT.

BRIGADE STAFF.

March 10. Lieutenant-Colonel John H. Wade, Assistant Adjutant-General.

FOURTH REGIMENT.

March 10. Captain Francis V. Gilhuley, Adjutant; Captain Robert G. Mitchell; Captain James J. Hurley; First Lieutenant Charles H. Oakes; First Lieutenant Edward J. Joy; Second Lieutenant James J. Halligan; Second Lieutenant Charles Pennington; Second Lieutenant John Scanlon; Second Lieutenant Cyrus E. Ryder.

March 11. Captain Fred J. Breckbill.

MACHINE-GUN BATTERY.

March 11. First Lieutenant William H. Siebs.

By order of the Commander-in-Chief.

LOUIS N. VAN KEUREN,

Adjutant-General.

OFFICIAL

WILLIAM E. F. LANDERS,

Assistant Adjutant-General.

ADJUTANT-GENERAL'S REPORT.

STATE OF CONNECTICUT.

ADJUTANT-GENERAL'S OFFICE,

GENERAL ORDERS, }

Hartford, March 1, 1899.

No. 5. }

I. The attention of commanding officers is called to paragraph 150, Law and Regulations, Connecticut National Guard, which reads as follows: "Armories shall be under the entire control of the senior officer of the organizations therein quartered unless otherwise ordered, excepting that any officer shall have access to armories when in the line of duty."

II. General Orders No. 24, A.-G. O., Hartford, October 30, 1897, paragraph II, reads: "Whenever an application for the use of an Armory for any purpose whatever, other than the regularly ordered drills, parades, inspections, and reviews of the Battalion or Companies, is received by the officer in charge, he shall at once report the same, with his recommendations, through Regimental Headquarters, to the Quartermaster-General for his approval, and any agreement made by the officer in charge must be made subject to such approval."

III. Armories owned or rented by the State are for the use of the Connecticut National Guard and hereafter must not be rented for any purpose whatever that will interfere with the regular drill nights of the several organizations. Commissioned officers in charge of Armories will be held responsible for a strict compliance with the rules governing the same.

By order of the Commander-in-Chief.

LOUIS N. VAN KEUREN,

OFFICIAL:

Adjutant-General.

WILLIAM E. F. LANDERS,

Assistant Adjutant-General.

STATE OF CONNECTICUT.

ADJUTANT-GENERAL'S OFFICE,

GENERAL ORDERS, }

Hartford, April 14, 1899.

No. 6. }

I. The Examining Board appointed in G.-O. No. 4, A.-G. O., c. s., for the examination of officers, Connecticut National Guard, having completed the duties assigned it, is hereby dissolved.

II. Paragraph 794, Law and Regulations, Connecticut National Guard, is hereby amended to read as follows: The grade of non-commissioned officers will be marked on the uniform dress coat and blouse by chevrons of broadcloth; color according to the arm of service. The chevrons will be

worn points down, above the elbow. The bar of the chevrons will be one-half inch wide, separated by black silk stitching. The arms of the chevron bars to be six or seven inches long, to be the arcs of a circle of about twenty-five inches radius, and to meet at an angle of about ninety-six degrees: distance between extreme outer ends about nine inches.

Chevrons of dark blue color may be worn on overcoats of infantry, scarlet on overcoats of artillery, orange on overcoats of signal corps, and emerald green on overcoats of hospital steward and acting hospital steward.

Chevrons on overcoats will be placed below the elbow with the point one-half inch above the cuff.

By order of the Commander-in-Chief.

LOUIS N. VAN KEUREN,

OFFICIAL:

Adjutant-General.

WILLIAM E. F. LANDERS,

Assistant Adjutant-General.

STATE OF CONNECTICUT.

ADJUTANT-GENERAL'S OFFICE,

GENERAL ORDERS, }

Hartford, April 15, 1899.

No. 7. }

I. This department having been officially notified that the Third Regiment, Connecticut Volunteers Infantry was mustered out of the service of the United States on March 20, 1899; commissioned officers will report through regular channels to this department, from their leave of absence and commanding officers are directed to report that enlisted men have returned from furloughs granted them, after which they will resume their former status in the Connecticut National Guard with the exceptions hereinafter mentioned.

II. Companies K, L, and M, formerly C, F, and I, Fourth Regiment, Connecticut National Guard, attached to the Third Regiment, Connecticut National Guard, in Special Orders No. 117, A.-G. O., June 28, 1898, are hereby detached and reassigned to their former positions in the Fourth Regiment, and commandants of said companies will report immediately to Lieutenant-Colonel Charles W. Hendrie, commanding Fourth Regiment, who will direct them to make application through regular channels for the discharge of a sufficient number of men to reduce the maximum strength of companies to sixty-eight (68), officers inclusive. He will also direct them as soon as practicable to make requisition on the Quartermaster-General for uniforms, arms and equipments, for their several commands, at the same time filing necessary bonds. Colonel Hendrie will also direct the commanding officers of companies mentioned to assemble their commands at their respective Armories on regular drill nights for instruction and drill until further orders from this department.

III. Company H, Third Regiment, Connecticut National Guard, recruited by Captain Hadlai A. Hull, after faithful service in the United States Volunteers, is hereby disbanded and officers and men will be granted honorable discharges from the military service of the State.

IV. Major Henry J. Thayer, commanding Third Regiment, Connecticut National Guard, will direct the commandants of the several companies in his command to make application through regular channels for the discharge of a sufficient number of men to reduce the maximum strength of companies to sixty-eight (68), officers inclusive. Major Thayer is also directed to order said commandants to make requisition upon the Quartermaster-General for uniforms, arms, and equipments, for their several commands, at the same time filing necessary bonds. Major Thayer is further directed to order the several companies of his command to assemble in their respective Armories on regular drill nights for instruction and drill until further orders from this department.

V. Commissioned officers of the several organizations returning to service in the Connecticut National Guard, will resume their former status with regard to rank.

VI. Favorable consideration will be given by this department to applications of enlisted men (through regular channels), who served in the United States Volunteers, and desire their discharge from the Connecticut National Guard.

VII. The Commander-in-Chief desires to express to the officers and enlisted men of the Third Regiment, Connecticut Volunteers Infantry, his appreciation of their patriotism and fidelity during the eight months of comparative inactivity incident to the routine of army camp life. Like other organizations from Connecticut the regiment saw no service at the front, but the small percentage of mortality from disease and the splendid physical condition of the regiment upon its return home are the best evidences of the discipline enforced as well as the vigilance and efficiency of the several commanding officers. With their comrades who preceded them as volunteers, they merit all the commendation, honor, and glory, that a grateful commonwealth can bestow, and history will accord them on its pages unstinted praise for loyalty and faithfulness. The regiment's honored dead who perished from disease deserve tender recognition, and their names will be inscribed upon the roll of honor as having died in the performance of duty, for "country and country's flag."

By order of the Commander-in-Chief.

LOUIS N. VAN KEUREN,

Adjutant-General.

OFFICIAL :

WILLIAM E. F. LANDERS,

Assistant Adjutant-General.

STATE OF CONNECTICUT.

ADJUTANT-GENERAL'S OFFICE,

GENERAL ORDERS, }
No. 8. }

Hartford, April 21, 1899.

I. The following-named officers of the Connecticut National Guard are reported by the Examining Board convened by G. O. No. 4, A.-G. O., C. S., as having passed a satisfactory examination in regard to "military, moral and general capacity, qualifications and efficiency," they will be commissioned with rank and date as given herewith.

BRIGADE STAFF.

Lieutenant Colonel John H. Wade, Assistant Adjutant-General, Bridgeport, December 21, 1898.

Major Henry S. Terrell, Brigade Inspector, Winsted, December 21, 1898.

Major Lucius H. Fuller, Brigade Inspector of Small Arms Practice and Ordnance Officer, Putnam, December 21, 1898.

Captain William F. M. Rogers, Brigade Signal Officer, New London, March 2, 1899.

Captain Walter G. Penfield, Aide-de-Camp, New Haven, December 31, 1898.

BATTERY A.

Captain William J. O'Brien, Branford, January 14, 1899.

First Lieutenant Alton Spencer, First Platoon, Guilford, December 28, 1898.

FIRST REGIMENT.

Lieutenant Colonel John Hickey, South Manchester, January 28, 1899.

Major Charles H. Moore, New Britain, January 28, 1899.

Captain Arthur H. Bronson, Adjutant, Hartford, November 23, 1898.

First Lieutenant Albert L. Pope, Quartermaster, Hartford, November 23, 1898.

First Lieutenant Robert L. Beebe, Paymaster, Hartford, March 4, 1899.

Captain Edward E. Moseley, Inspector of Small Arms Practice, Hartford, November 23, 1898.

Captain J. Paul Haun, Company C, Rockville, December 28, 1898.

Captain John Davenport Cheney, Company G, Manchester, January 2, 1899.

First Lieutenant John Davenport Cheney, Company G, Manchester, January 27, 1898.

First Lieutenant G. Arthur Hadseil, Company E, Plainville, February 10, 1898.

First Lieutenant Lewis J. Doolittle, Company G, Hartford, January 2, 1899.

First Lieutenant Samuel E. Magson, Company I, New Britain, January 18, 1899.

Second Lieutenant Samuel E. Magson, Company I, New Britain, January 19, 1898.

Second Lieutenant James H. Barnett, Company C, Rockville, December 28, 1898.

Second Lieutenant John Connelly, Jr., Company G, Manchester, January 2, 1899.

Second Lieutenant James Smith, Company H, Hartford, June 15, 1897.

SECOND REGIMENT.

First Lieutenant Dwight E. Bowers, Battalion Adjutant, New Haven, November 22, 1898.

Captain James W. Sypher, Company B, New Haven, December 7, 1898.

Captain Jeremiah F. Donovan, Company C, New Haven, August 10, 1897.

Captain Patrick F. Reynolds, Company E, New Haven, July 5, 1898.

Captain Walter R. Markham, Company H, Middletown, July 26, 1898.

Captain Oscar L. Bradley, Company I, Meriden, November 8, 1897.

Captain Henry Norton, Jr., Company K, Wallingford, December 1, 1898.

First Lieutenant Frank Pauly, Company B, New Haven, January 19, 1899.

First Lieutenant William M. Kenna, Company C, New Haven, July 27, 1897.

First Lieutenant Earl H. Hotchkiss, Company D, New Haven, November 17, 1898.

First Lieutenant George E. Hall, Company E, New Haven, July 5, 1898.

First Lieutenant John A. Broatch, Company H, Middletown, July 26, 1898.

First Lieutenant John W. Kramer, Company I, Meriden, July 28, 1898.

First Lieutenant Fred E. Blake, Company K, Wallingford, December 1, 1898.

First Lieutenant Edward O. Gruener, Company F, New Haven, November 9, 1898.

Second Lieutenant James W. Sypher, Company B, New Haven, June 30, 1897.

Second Lieutenant Edward G. Laflin, Company C, New Haven, July 27, 1897.

Second Lieutenant John W. Kramer, Company I, Meriden, December 23, 1897.

Second Lieutenant Earl H. Hotchkiss, Company D, New Haven, January 6, 1898.

Second Lieutenant George E. Hall, Company E, New Haven, March 31, 1898.

Second Lieutenant Edward S. Mowry, Company H, Middletown, July 26, 1898.

Second Lieutenant John W. Deno, Company I, Meriden, July 28, 1898.

Second Lieutenant Edward O. Gruener, Company F, New Haven, September 7, 1898.

Second Lieutenant George C. Abbott, Company K, Wallingford, December 1, 1898.

Second Lieutenant William Perry Curtiss, Company F, New Haven, November 9, 1898.

Second Lieutenant Frank Pauly, Company B, New Haven, December 7, 1898.

FOURTH REGIMENT.

Captain Francis V. Gilhuley, Adjutant, Bridgeport, February 11, 1898.

Captain James J. Hurley, Company E, Bridgeport, December 20, 1897.

Captain Robert G. Mitchell, Company D, South Norwalk, July 19, 1898.

First Lieutenant Charles H. Oakes, Company D, South Norwalk, May 27, 1898.

First Lieutenant Edward J. Joy, Company E, Bridgeport, December 20, 1897.

Second Lieutenant Charles H. Oakes, Company D, South Norwalk, July 21, 1897.

Second Lieutenant James J. Halligan, Company B, Bridgeport, December 21, 1897.

ADJUTANT-GENERAL'S REPORT.

Second Lieutenant John Scanlon, Company E, Bridgeport, December 20, 1897.

Second Lieutenant Cyrus E. Ryder, Company G, Danbury, February 15, 1898.

MACHINE-GUN BATTERY.

First Lieutenant Frank A. Keen, First Section, Hartford, December 1, 1898.

First Lieutenant William H. Siebs, Fourth Section, Bridgeport, August 7, 1898.

NAVAL BATTALION.

Lieutenant (Jr. Gr.) Nathaniel W. Bishop, Ordnance Officer, Bridgeport, July 28, 1897.

Lieutenant (Jr. Gr.) Frederick L. Averill, Paymaster, New Haven, July 28, 1897.

Lieutenant Robert E. L. Hutchinson, First Division, New Haven, November 28, 1898.

Lieutenant (Jr. Gr.) Hermann F. Cuntz, Second Division, Hartford, February 2, 1898.

Ensign Robert E. L. Hutchinson, First Division, New Haven, August 12, 1897.

Ensign Charles K. Hutchinson, First Division, New Haven, November 28, 1898.

Ensign Frederic C. Spencer, Assistant Engineer, Engineer Division, New Haven, November 9, 1897.

Ensign Forrest Shepherd, Second Division, Hartford, January 31, 1899.

Ensign Lyman Root, Second Division, Hartford, February 2, 1898.

II. The following-named officer having at a prior date passed the examination pertaining to his rank will be commissioned with rank and date as given herewith.

NAVAL BATTALION.

Commander Edward V. Reynolds, New Haven, November 3, 1898.

III. Chaplain Terrance B. Smith, Fourth Regiment, of Newtown, not being required to pass an examination in military tactics will be commissioned from February 11, 1898.

IV. The following-named officers of the Connecticut National Guard having been reported by the Examining Board as failing to pass a satisfactory examination in regard to "military, moral and general capacity, qualifications and efficiency," their appointments are hereby revoked and they are discharged from the military service of the State to date, April 21, 1899.

Captain William J. Rawlings, Company I, First Regiment.

Captain Abraham L. Hauerwas, Company E, First Regiment.

Second Lieutenant George M. Mycroft, Company E, First Regiment.

Second Lieutenant Frank D. Clark, Company I, First Regiment.

Second Lieutenant Bernard Trautman, Company B, Second Regiment.

Second Lieutenant John H. Shaw, Company E, Second Regiment.

Captain Fred J. Breckbill, Company K, Fourth Regiment.

Second Lieutenant Charles Pennington, Company D, Fourth Regiment

V. The commanding officer of each organization in which a vacancy is created by this order, is hereby ordered to warn the members of such organization, to appear at their Armory to make nomination by ballot to fill the vacancy in accordance with Section 22, Chapter CCCXXXIII, Militia Law, and in like manner make nomination for any vacancies in the commissioned offices of said organization, occurring by reason of the nomination herein ordered, and make return of the nominations so made to this office without delay; transmitting therewith one of his original orders issued in compliance herewith.

VI. Paragraph 794, Law and Regulations, Connecticut National Guard, relative to chevrons on overcoats is amended to read as follows:

Chevrons of dark blue color may be worn on overcoats of infantry, scarlet on overcoats of artillery, black on overcoats of signal corps, and emerald green on overcoats of hospital steward and acting hospital steward.

VII. Paragraph 371, Article X, Law and Regulations, Connecticut National Guard, is hereby amended to read as follows: The Surgeon-General, by and with the advice of the commander-in-chief, shall have general supervision and control of all matters pertaining to the medical department of the national guard. He shall review and may reverse all decisions of surgeons regarding fitness for, and exemptions from, military duty.

By order of the Commander-in-Chief.

LOUIS N. VAN KEUREN,

Adjutant-General.

OFFICIAL

WILLIAM E. F. LANDERS,

Assistant Adjutant-General.

STATE OF CONNECTICUT.

ADJUTANT-GENERAL'S OFFICE,

GENERAL ORDERS, }
 No. 9. }

Hartford, May 1, 1899.

The following members of the National Guard are announced as having qualified during the season of 1898, as Sharpshooters, First-Class Marksmen, and Marksmen, in accordance with General Orders, Nos. 2—1. Brigade Headquarters, C. N. G., 1894—1896, respectively, and are awarded the State decoration, which is to be worn whenever the uniform is worn.

The letter "V," "X," "XV," "XX," prefixed to grade in "Designation, 1898," indicates that year to have been the fifth (V), tenth (X), fifteenth (XV), or twentieth (XX), qualification.

Commanding Officers will make immediate requisition for badges and bars for winners in 1898, as published in this order.

FIRST REGIMENT.

FIELD, STAFF AND NON-COMMISSIONED STAFF.

NAME.				Designation, 1898.	Previous Quali- fications.
	200 yards.	500 yards.	Total.		
Colonel Charles L. Burdett.....	21	20	41	Sharpshooter	18 years
Captain Jonathan M. Wainwright, Adjutant.....	20	18	38	V 1st Cl. Marksman	4 years
First Lieutenant Arthur H. Bronson, Quartermaster....	16	15	31	1st Cl. Marksman	3 years
Corporal Alfred B. Pimm, Orderly.....	15	0	15	Marksman	3 years

COMPANY A.

Captain James C. Bailey.....	18	0	18	Marksman	13 years
Second Lieutenant Charles F. Wolf.....	22	0	22	Marksman	12 years
Sergeant Joseph R. Neddo.....	15	0	15	Marksman	1 year
Corporal George E. Berry.....	15	0	15	Marksman	3 years
Corporal Eugene J. Sullivan.....	15	0	15	V Marksman	4 years
Corporal Charles S. Riley.....	16	0	16	Marksman	1 year
Corporal Charles W. Fritzson.....	16	0	16	V Marksman	4 years
Private Kalber, Conrad C.....	16	0	16	Marksman	2 years
Private Kennedy, Patrick D.....	22	0	22	Marksman	1 year
Private Kollenz, Christian.....	19	0	19	Marksman	0 years
Private Laws, Peter S.....	15	0	15	Marksman	1 year
Private Mantel, Otto.....	15	0	15	Marksman	7 years
Private Muhleib, William H.....	15	0	15	Marksman	0 years
Private Parker, George W.....	16	0	16	Marksman	1 year
Private Ross, Fred H.....	16	0	16	Marksman	0 years

ADJUTANT-GENERAL'S REPORT.

237

COMPANY B.

NAME.	200 yards.	500 yards.	Total.	Designation, 1898.	Previous Quali- fications.
Captain John F. Moran.....	20	0	20	Marksman	7 years
Sergeant Thomas J. Leahy.....	16	0	16	Marksman	3 years
Corporal George R. Krull.....	15	0	15	Marksman	0 years
Private Fox, Martin J.....	16	0	16	Marksman	0 years
Private Nagle, John J.....	16	0	16	Marksman	0 years

COMPANY F.

Captain Charles W. Newton.....	20	20	40	Sharpshooter	15 years
First Lieutenant George W. Ripley.....	20	20	40	Sharpshooter	13 years
Second Lieutenant Frank H. Smith.....	20	24	44	Sharpshooter	12 years
First Sergeant Mahlon H. Whittelsey.....	21	21	42	Sharpshooter	11 years
Sergeant William H. Talcott.....	21	21	42	X Sharpshooter	9 years
Sergeant James W. Dennis.....	21	23	44	Sharpshooter	8 years
Corporal Herbert G. Bailey.....	20	20	40	Sharpshooter	3 years
Corporal Louis M. Dyer.....	20	20	40	V Sharpshooter	4 years
Trumpeter Thomas W. Foley.....	18	0	18	Marksman	3 years
Private Ackerman, Sidney W.....	17	0	17	Marksman	2 years
Private Arnold, Frank W.....	15	17	32	1st Cl. Marksman	0 years
Private Carroll, Frank G.....	22	22	44	Sharpshooter	0 years
Private Clark, Roscoe N.....	20	21	41	Sharpshooter	2 years
Private Davis, Charles E.....	15	15	30	1st Cl. Marksman	2 years
Private Douthwaite, Harry W.....	16	0	16	Marksman	1 year
Private Finney, Charles H.....	15	0	15	Marksman	2 years
Private Fletcher, Emerson C.....	20	0	20	Marksman	0 years
Private Grover, S. Wesley.....	20	21	41	Sharpshooter	2 years
Private Harvey, Foster E.....	17	20	37	1st Cl. Marksman	3 years
Private Langdon, Burton H.....	20	20	40	Sharpshooter	2 years
Private Linsley, Ray K.....	16	15	31	1st Cl. Marksman	2 years
Private Lowrie, Fred W.....	17	16	33	1st Cl. Marksman	2 years
Private Mather, Verdine L.....	21	21	42	Sharpshooter	1 year
Private Marsh, Frank T.....	16	16	32	1st Cl. Marksman	0 years
Private Marshall, Andrew B.....	17	18	35	1st Cl. Marksman	2 years
Private McKenny, Benjamin F.....	15	0	15	Marksman	1 year
Private Newman, James F.....	23	21	44	Sharpshooter	0 years
Private Owen, Ernest L.....	17	0	17	Marksman	0 years
Private Parker, Arthur V.....	17	16	33	1st Cl. Marksman	0 years
Private Wiley, Herbert A.....	21	17	38	1st Cl. Marksman	2 years
Private Woods, James C.....	15	18	33	1st Cl. Marksman	0 years
Private Wright, John.....	20	20	40	V Sharpshooter	4 years

COMPANY H.

Captain William E. Mahoney.....	20	22	42	Sharpshooter	8 years
First Lieutenant William A. Sparks.....	19	20	39	1st Cl. Marksman	11 years
Second Lieutenant James Smith.....	21	23	44	Sharpshooter	3 years
First Sergeant Patrick J. White.....	20	21	41	Sharpshooter	3 years
Quartermaster-Sergeant Fred F. Connolly.....	15	18	33	1st Cl. Marksman	5 years
Sergeant John F. Landrigan.....	18	20	38	1st Cl. Marksman	3 years
Sergeant Thomas J. Coyle.....	15	17	32	V 1st Cl. Marksman	4 years
Corporal John B. Stevens.....	23	20	43	Sharpshooter	2 years
Private Horan, Francis P.....	15	15	30	1st Cl. Marksman	1 year

ADJUTANT-GENERAL'S REPORT.

COMPANY K.

NAME.	200 yards.	500 yards.	Total.	Designation, 1898.	Previous Quali- fications.
Captain Henry H. Saunders.....	20	0	20	Marksmen	17 years
First Lieutenant Edward H. Waterman.....	17	18	35	1st Cl. Marksman	12 years
Second Lieutenant Nathaniel G. Valentine.....	21	20	41	Sharpshooter	10 years
First Sergeant Samuel G. Huntington.....	18	0	18	X Marksman	9 years
Quartermaster-Sergeant Robert L. Beebe.....	20	21	41	V Sharpshooter	4 years
Sergeant John D. Boniface.....	21	22	43	V Sharpshooter	4 years
Sergeant George S. Batterson.....	20	21	41	Sharpshooter	7 years
Sergeant William C. Prescott.....	18	0	18	Marksmen	7 years
Corporal George K. Dwyer.....	21	0	21	Marksmen	1 year
Corporal Francis M. Johnson.....	21	0	21	Marksmen	2 years
Corporal Louis Silvernail.....	20	22	42	Sharpshooter	6 years
Musician Henry P. Camp.....	21	21	42	Sharpshooter	3 years
Musician Robert R. Ashwell.....	17	20	37	1st Cl. Marksman	0 years
Private Brown, William H.....	18	0	18	Marksmen	0 years
Private Bassett, Merton W.....	20	22	42	V Sharpshooter	4 years
Private Cannon, Archie L.....	16	0	16	Marksmen	3 years
Private Case, Robert A.....	15	0	15	Marksmen	2 years
Private Case, William O.....	23	21	44	Sharpshooter	0 years
Private Church, Earl Douglas.....	20	20	40	Sharpshooter	2 years
Private Denison, Frank E.....	15	0	15	Marksmen	0 years
Private Denison, Frederick R.....	18	18	36	1st Cl. Marksman	0 years
Private Fulton, Albert C.....	16	0	16	Marksmen	0 years
Private Fuller, Frank E.....	20	20	40	Sharpshooter	0 years
Private Gruener, Theodore.....	17	21	38	1st Cl. Marksman	0 years
Private Hayden, Edgar G.....	18	0	18	Marksmen	0 years
Private Hatton, William H.....	20	18	38	1st Cl. Marksman	0 years
Private Hollis, Eben C.....	20	20	40	Sharpshooter	1 year
Private Humphrey, Robert M.....	20	20	40	Sharpshooter	0 years
Private Johnson, William C.....	18	0	18	Marksmen	2 years
Private Judson, Edward W.....	18	18	36	1st Cl. Marksman	0 years
Private Kirkley, Robert.....	18	18	36	1st Cl. Marksman	0 years
Private Marvel, Eugene T.....	15	0	15	Marksmen	0 years
Private McKee, Robert A.....	16	0	16	Marksmen	1 year
Private Marion, Otis D.....	16	15	31	1st Cl. Marksman	1 year
Private Pattison, George E.....	15	0	15	Marksmen	0 years
Private Rowland, Guy F.....	17	18	35	V 1st Cl. Marksman	4 years
Private Sharper, Ernest A.....	18	18	36	1st Cl. Marksman	0 years
Private Sanderson, Edward F.....	15	0	15	Marksmen	0 years
Private Wolcott, Charles B.....	15	0	15	Marksmen	0 years
Private Wiley, Royal H.....	20	0	20	Marksmen	2 years

ADJUTANT-GENERAL'S REPORT.

239

SECOND REGIMENT.

FIELD, STAFF, AND NON-COMMISSIONED STAFF.

NAME.	200 yards.	500 yards.	Total.	Designation, 1898.	Previous Qualifications.
Major Arthur M. Dickinson.....	20	21	41	X Sharpshooter	9 years
Captain Thomas T. Welles, Adjutant.....	20	22	42	Sharpshooter	17 years
First Lieutenant Fred L. Miner, Battalion Adjutant....	20	20	40	X Sharpshooter	9 years
First Lieutenant Dwight E. Bowers, Battalion Adjutant	18	0	18	V Marksman	4 years
Major Joseph H. Townsend, Surgeon.....	17	19	36	1st Cl. Marksman	7 years
Captain George G. LaBarnes, Insp. Small Arms Practice	21	24	45	Sharpshooter	20 years
Sergeant-Major Edward L. Carter, Regimental.....	19	21	40	1st Cl. Marksman	8 years
Sergeant-Major William R. Taylor, Battalion.....	18	0	18	X Marksman	9 years
Hospital Steward Willis N. Barber.....	22	25	47	XV Sharpshooter	14 years
Color-Sergeant George A. King.....	18	19	37	1st Cl. Marksman	5 years
Color-Sergeant Thomas H. Newbold.....	20	23	43	Sharpshooter	5 years

COMPANY A.

Captain James Geddes.....	17	0	17	X Marksman	9 years
First Lieutenant Henry B. Carter.....	18	17	35	XV 1st Cl. Marks'n	14 years
Second Lieutenant William H. Sandland.....	20	21	41	Sharpshooter	6 years
First Sergeant Edmund R. Heebner.....	21	23	44	X Sharpshooter	9 years
Quartermaster-Sergeant Wellington S. Brink.....	17	19	36	1st Cl. Marksman	2 years
Sergeant Thomas E. Guest.....	20	21	41	Sharpshooter	5 years
Sergeant Charles H. Humphrey.....	20	20	40	Sharpshooter	8 years
Sergeant Joseph L. Stanley.....	21	21	42	Sharpshooter	7 years
Corporal Louis J. Armbruster.....	22	20	42	Sharpshooter	3 years
Corporal Fred W. Smith.....	21	21	42	V Sharpshooter	4 years
Corporal John A. Charles.....	20	20	40	Sharpshooter	2 years
Corporal Thomas F. Dodds.....	17	18	35	1st Cl. Marksman	1 year
Corporal Lionel D. Van Aken.....	18	15	33	1st Cl. Marksman	2 years
Private Benson, Jesse B.....	16	0	16	Marksman	0 years
Private Dailey, Charles H.....	17	18	35	1st Cl. Marksman	0 years
Private Johnson, Homer S.....	17	19	36	1st Cl. Marksman	2 years
Private Lambert, George E.....	20	15	35	1st Cl. Marksman	2 years
Private Miller, Alexander D.....	17	17	34	1st Cl. Marksman	0 years
Private Ragan, Herbert D.....	18	15	33	1st Cl. Marksman	2 years
Private Rick, Alfred R. J.....	19	19	38	1st Cl. Marksman	0 years
Private Smith, Charles F.....	19	0	19	Marksman	0 years
Private Thoms, Frederick T.....	21	20	41	Sharpshooter	1 year
Private Ward, William G.....	15	0	15	Marksman	0 years
Private Wiley, William J.....	21	22	43	Sharpshooter	3 years

ADJUTANT-GENERAL'S REPORT.

COMPANY B.

NAME.	200 yards.	500 yards.	Total.	Designation, 1898.	Previous Qualifications.
Captain Henry A. Kapitzke.....	18	17	35	V 1st Cl. Marksman	4 years
First Lieutenant August H. Molen.....	21	20	41	Sharpshooter	10 years
Second Lieutenant James W. Sypher.....	20	22	42	V Sharpshooter	4 years
First Sergeant Frank Pauly.....	20	20	40	Sharpshooter	3 years
Quartermaster-Sergeant Christian F. Gutbrod.....	21	20	41	Sharpshooter	5 years
Sergeant Bernard Trautman.....	17	18	35	1st Cl. Marksman	3 years
Sergeant Howard G. Young.....	21	22	43	Sharpshooter	8 years
Sergeant William Kipp.....	20	20	40	Sharpshooter	2 years
Sergeant William Doolittle, Jr.....	20	20	40	Sharpshooter	3 years
Corporal Otto Metz.....	15	0	15	Marksman	3 years
Corporal Max Trautmann.....	17	15	32	1st Cl. Marksman	2 years
Corporal William A. Applegate.....	20	20	40	Sharpshooter	1 year
Corporal Bartholomew D. Contois.....	16	17	33	1st Cl. Marksman	1 year
Corporal Frederick Druhl.....	16	18	34	1st Cl. Marksman	0 years
Corporal John Salerno.....	17	18	35	1st Cl. Marksman	1 year
Private Applegate, John D.....	20	20	40	Sharpshooter	1 year
Private Buckmann, Lewis.....	15	0	15	Marksman	0 years
Private Herrmann, Louis.....	18	17	35	1st Cl. Marksman	1 year
Private Metz, Albert.....	15	17	32	1st Cl. Marksman	2 years
Private Ortseifer, Hiram.....	15	15	30	1st Cl. Marksman	0 years
Private Schmidt, Michael G.....	18	16	34	1st Cl. Marksman	0 years
Private Spitzner, Max G.....	17	0	17	Marksman	0 years

COMPANY C.

Captain Jeremiah F. Donovan.....	20	20	40	Sharpshooter	1 year
First Lieutenant William M. Kenna.....	23	20	43	Sharpshooter	1 year
Sergeant Thomas S. Donohue.....	18	18	36	1st Cl. Marksman	1 year
Sergeant Richard F. Welch.....	15	0	15	Marksman	0 years
Corporal Thomas F. Kenna.....	15	0	15	Marksman	0 years
Corporal Francis H. Gilhuly.....	15	0	15	Marksman	1 year
Corporal William B. Spencer.....	15	16	31	1st Cl. Marksman	1 year
Corporal George M. Fahy.....	17	16	33	1st Cl. Marksman	1 year
Corporal William H. Spears.....	20	17	37	1st Cl. Marksman	2 years
Musician Charles T. Brennan.....	20	19	39	1st Cl. Marksman	6 years
Musician John Naughton.....	20	20	40	Sharpshooter	1 year
Private Brodrick, William J.....	15	15	30	1st Cl. Marksman	0 years
Private Bohan, Matthew E.....	17	0	17	Marksman	0 years
Private Clark, Martin J.....	16	0	16	Marksman	0 years
Private Curley, Edward J. J.....	16	0	16	Marksman	0 years
Private Duffy, John J.....	16	0	16	Marksman	1 year
Private Donohue, James F.....	15	19	34	1st Cl. Marksman	0 years
Private Eusko, Robert R.....	15	0	15	Marksman	0 years
Private Healey, William J., Jr.....	15	0	15	Marksman	0 years
Private Maroney, James J.....	15	0	15	Marksman	1 year
Private Moore, John D.....	17	19	36	1st Cl. Marksman	0 years
Private O'Keefe, William, Jr.....	19	0	19	Marksman	1 year
Private Reynolds, Matthew A.....	17	0	17	Marksman	1 year

ADJUTANT-GENERAL'S REPORT.

241

COMPANY D.

NAME.	200 yards.	500 yards.	Total.	Designation, 1898.	Previous Quali- fications.
Captain Arthur B. Smith.....	20	21	41	Sharpshooter	7 years
First Lieutenant Lovell H. Page.....	21	22	43	Sharpshooter	5 years
Second Lieutenant Earl H. Hotchkiss.....	15	18	33	1st Cl. Marksman	1 year
First Sergeant George P. Gesner.....	20	20	40	Sharpshooter	5 years
Sergeant Donald M. Macintyre.....	20	23	43	Sharpshooter	5 years
Sergeant Daniel J. Doody.....	17	16	33	1st Cl. Marksman	2 years
Sergeant James McGee.....	20	22	42	Sharpshooter	2 years
Corporal Thomas Kenney.....	18	0	18	Marksman	1 year
Corporal Stephen R. Marshall.....	17	0	17	Marksman	0 years
Trumpeter Charles B. Jones.....	18	0	18	V Marksman	4 years
Musician Richard C. Miller.....	16	20	36	1st Cl. Marksman	1 year
Private Andrews, Antonelle R.....	16	15	31	1st Cl. Marksman	0 years
Private Blondin, Albert W.....	18	0	18	Marksman	0 years
Private Beebe, Henry A.....	17	19	36	1st Cl. Marksman	0 years
Private Breeze, George A.....	15	0	15	Marksman	0 years
Private Brown, Earl C.....	18	0	18	Marksman	0 years
Private Cashion, John J.....	17	17	34	1st Cl. Marksman	1 year
Private Chadeayne, Millard F.....	17	18	35	1st Cl. Marksman	1 year
Private Cooper, Oliver B.....	15	16	31	1st Cl. Marksman	0 years
Private Dunn, William C.....	15	0	15	Marksman	0 years
Private Freeland, George C.....	16	17	33	1st Cl. Marksman	0 years
Private Gormley, Thomas F.....	16	0	16	Marksman	0 years
Private Gresh, Aren.....	15	15	30	1st Cl. Marksman	0 years
Private Hoare, Charles H.....	17	19	36	1st Cl. Marksman	0 years
Private Korn, William H.....	20	0	20	Marksman	0 years
Private Marshall, Robert W.....	17	16	33	1st Cl. Marksman	0 years
Private Marshall, Francis A., Jr.....	15	0	15	Marksman	0 years
Private Munson, Marcus J.....	17	18	35	1st Cl. Marksman	1 year
Private O'Meara, Patrick F.....	18	19	37	1st Cl. Marksman	1 year
Private Peck, Louis E.....	16	19	35	1st Cl. Marksman	0 years
Private Pender, Richard F.....	19	0	19	Marksman	0 years
Private Scott, James A.....	17	0	17	Marksman	1 year
Private Stanger, August W.....	18	0	18	Marksman	1 year
Private Syner, Frederick.....	21	23	44	V Sharpshooter	4 years
Private Watson, Charles.....	17	21	38	1st Cl. Marksman	1 year

ADJUTANT-GENERAL'S REPORT.

COMPANY E.

NAME.	200 Yards.	500 Yards.	Total.	Designation, 1898.	Previous Qualifications.
Captain Patrick F. Reynolds.....	20	21	41	V Sharpshooter	4 years
Captain George S. Wood.....	21	20	41	Sharpshooter	5 years
First Lieutenant George E. Hall.....	18	16	34	1st Cl. Marksman	2 years
Second Lieutenant John H. Shaw.....	18	18	36	1st Cl. Marksman	5 years
First Sergeant Patrick J. Watts.....	16	0	16	Marksman	1 year
Quartermaster-Sergeant Robert L. Walker.....	23	23	46	Sharpshooter	5 years
Quartermaster-Sergeant Henry F. Morse.....	16	19	35	1st Cl. Marksman	3 years
Sergeant Richard A. Watson.....	15	0	15	Marksman	1 year
Sergeant Joseph E. O'Neile.....	17	13	30	Marksman	2 years
Sergeant Julius N. Planters.....	19	20	39	1st Cl. Marksman	3 years
Corporal John T. Vath.....	17	15	32	1st Cl. Marksman	1 year
Corporal Horace B. Lansing.....	22	20	42	V Sharpshooter	4 years
Corporal Harry S. Munson.....	15	18	33	1st Cl. Marksman	2 years
Corporal David A. McNeil.....	20	21	41	Sharpshooter	1 year
Corporal Henry Vath.....	16	15	31	1st Cl. Marksman	1 year
Corporal Francis H. Miller.....	18	16	34	1st Cl. Marksman	0 years
Corporal Charles R. Jackson.....	17	0	17	Marksman	2 years
Musician Arthur W. Banta.....	18	19	37	1st Cl. Marksman	0 years
Musician John Fraser.....	15	0	15	Marksman	1 year
Private Bartlett, Carl G.....	16	17	33	1st Cl. Marksman	1 year
Private Billings, Gilbert C.....	17	19	36	1st Cl. Marksman	0 years
Private Boughton, Harvey T.....	18	0	18	Marksman	3 years
Private Bryant, Eugene C.....	15	3	18	Marksman	1 year
Private Chadeayne, George W.....	17	0	17	Marksman	3 years
Private Feustel, William J.....	16	3	19	Marksman	0 years
Private Fitzgerald, James J.....	18	18	36	1st Cl. Marksman	3 years
Private Galligan, William L.....	15	4	19	Marksman	0 years
Private Guilford, Harry T.....	16	17	33	1st Cl. Marksman	2 years
Private Hollis, Thomas W.....	17	18	35	1st Cl. Marksman	0 years
Private Landon, James W.....	23	22	45	Sharpshooter	13 years
Private Lyman, George H.....	15	0	15	Marksman	0 years
Private Marsh, Clarence M.....	16	12	28	Marksman	2 years
Private Pfaff, Charles W.....	17	0	17	Marksman	1 year
Private Rafter, John F.....	15	0	15	Marksman	0 years
Private Watson, George H.....	15	17	32	1st Cl. Marksman	0 years

ADJUTANT-GENERAL'S REPORT.

243

COMPANY F.

NAME.	200 Yards.	500 Yards.	Total.	Designation, 1898.	Previous Quali- fications.
Captain Charles F. McCabe.....	23	20	43	Sharpshooter	12 years
First Lieutenant Clarence B. Dann.....	21	22	43	Sharpshooter	11 years
First Lieutenant Edward O. Gruener.....	21	22	43	Sharpshooter	10 years
Second Lieutenant Charles Smith.....	20	20	40	Sharpshooter	13 years
Second Lieutenant William Perry Curtiss.....	20	20	40	V Sharpshooter	4 years
First Sergeant Alfred Husted.....	21	24	45	Sharpshooter	11 years
Quartermaster-Sergeant Joseph H. Smith.....	18	18	36	X 1st Cl. Marksman	9 years
Sergeant George M. Beers.....	20	20	40	V Sharpshooter	4 years
Sergeant Charles W. Merrels.....	21	21	42	Sharpshooter	3 years
Sergeant Henry J. King.....	17	17	34	1st Cl. Marksman	5 years
Sergeant Arthur C. Graves.....	16	16	32	1st Cl. Marksman	5 years
Corporal Edwin B. Frink.....	17	18	35	1st Cl. Marksman	3 years
Corporal Henry R. Gruener.....	18	16	34	1st Cl. Marksman	3 years
Corporal Leonard F. Hotchkiss.....	16	19	35	1st Cl. Marksman	3 years
Corporal James E. Smith.....	17	17	34	1st Cl. Marksman	3 years
Corporal Edgar Thomas.....	20	0	20	Marksman	2 years
Corporal Nathan S. White.....	21	21	42	V Sharpshooter	4 years
Corporal Alfred G. Gruener.....	20	20	40	V Sharpshooter	4 years
Corporal Willard G. Van Name.....	20	22	42	Sharpshooter	3 years
Corporal Edward L. Fox.....	20	21	41	Sharpshooter	3 years
Corporal John G. Kraft.....	20	20	40	Sharpshooter	2 years
Musician Joseph B. Moore.....	20	21	41	Sharpshooter	6 years
Musician Edwin S. Fancher.....	16	17	33	1st Cl. Marksman	3 years
Private Adams, Frederick D.....	15	18	33	1st Cl. Marksman	1 year
Private Alling, Arnon A.....	23	22	45	Sharpshooter	0 years
Private Barnes, Amos Foote.....	16	0	16	Marksman	0 years
Private Bradley, Arthur S.....	20	17	37	1st Cl. Marksman	1 year
Private Baldwin, Murray L.....	16	16	32	1st Cl. Marksman	3 years
Private Carleton, Fred S.....	17	0	17	Marksman	1 year
Private Dantel, George.....	18	0	18	Marksman	0 years
Private Earl, James P.....	15	15	30	1st Cl. Marksman	5 years
Private Fierstein, Benjamin.....	16	0	16	Marksman	0 years
Private Hastings, William G.....	16	0	16	Marksman	2 years
Private Hoppen, William R.....	20	20	40	Sharpshooter	0 years
Private Ives, Wilbur C.....	15	19	34	1st Cl. Marksman	1 year
Private Liefeld, Benjamin F.....	17	19	36	1st Cl. Marksman	2 years
Private Moulton, Edward S.....	16	0	16	Marksman	2 years
Private Morgan, William C.....	20	20	40	Sharpshooter	1 year
Private MacLauchlan, John Jr.....	17	16	33	1st Cl. Marksman	0 years
Private North, John R.....	17	16	33	1st Cl. Marksman	2 years
Private Perry, John B.....	18	19	37	1st Cl. Marksman	1 year
Private Page, Fred H.....	17	0	17	Marksman	0 years
Private Pond, Harry J.....	17	0	17	Marksman	0 years
Private Reif, Lawrence E.....	16	0	16	Marksman	0 years
Private Sharpe, Albert H.....	16	0	16	Marksman	0 years
Private Shares, John O.....	18	16	34	1st Cl. Marksman	1 year
Private Sperry, Frederick N.....	15	18	33	1st Cl. Marksman	2 years
Private Stoddard, Clifford I.....	19	16	35	1st Cl. Marksman	3 years
Private Tuttle, Roger W.....	18	0	18	Marksman	1 year
Private Taylor, Irving N.....	17	15	32	1st Cl. Marksman	1 year
Private Tyner, Richard H.....	21	17	38	1st Cl. Marksman	2 years
Private Upton, Edward C.....	18	0	18	Marksman	0 years
Private Walker, Charles P.....	18	17	35	1st Cl. Marksman	1 year
Private Wilson, Albert E.....	15	15	30	1st Cl. Marksman	0 years
Private Winchester, Frank M.....	17	20	37	1st Cl. Marksman	0 years

ADJUTANT-GENERAL'S REPORT.

COMPANY G.

NAME.	200	500	Total.	Designation, 1898.	Previous Quali- fications.
	yards.	yards.			
Captain Alfred J. Wolff.....	18	17	35	1st Cl. Marksman	10 years
First Lieutenant Daniel E. Fitzpatrick.....	20	18	38	1st Cl. Marksman	11 years
Second Lieutenant Patrick Halpin.....	22	20	42	Sharpshooter,	8 years
First Sergeant Thomas F. Hallinan.....	19	18	37	1st Cl. Marksman	7 years
First Sergeant Frank P. Brett.....	17	18	35	1st Cl. Marksman	5 years
Quartermaster-Sergeant Joseph F. Hanlon.....	18	0	18	Marksman	2 years
Sergeant Thomas F. Lawler.....	19	0	19	Marksman	8 years
Corporal James F. Egan.....	15	0	15	Marksman	3 years
Corporal Patrick Barry.....	18	0	18	Marksman	1 year
Corporal Christopher F. Lawler.....	17	19	36	1st Cl. Marksman	1 year
Corporal Christopher P. Bannon.....	17	0	17	Marksman	1 year
Corporal John H. Powers.....	17	17	34	V 1st Cl. Marksman	4 years
Corporal Peter Lawlor.....	18	20	38	1st Cl. Marksman	2 years
Private Cronan, Louis.....	17	0	17	Marksman	0 years
Private Curby, John.....	20	0	20	Marksman	0 years
Private Gagain, Peter.....	16	0	16	Marksman	0 years
Private Griffin, John.....	16	19	35	1st Cl. Marksman	2 years
Private Guilfoile, Ambrose M.....	18	0	18	Marksman	0 years
Private Gilbert, Eugene F.....	17	0	17	Marksman	0 years
Private Ginscher, Peter P.....	18	0	18	Marksman	0 years
Private Johnson, Frank.....	18	18	36	1st Cl. Marksman	1 year
Private McGlynn, Edward.....	19	0	19	Marksman	1 year
Private Mohr, William F.....	16	0	16	Marksman	0 years
Private Morgan, L. Robert.....	15	0	15	Marksman	0 years
Private O'Hearn, John.....	17	0	17	Marksman	0 years
Private Raleigh, James I.....	15	0	15	Marksman	0 years
Private Riordan, Thomas.....	16	0	16	Marksman	0 years
Private Stine, Andrew.....	19	0	19	Marksman	1 year
Private Somers, John A.....	17	0	17	Marksman	0 years

ADJUTANT-GENERAL'S REPORT.

245

COMPANY H.

NAME.	200 yards.	500 yards.	Total.	Designation, 1898.	Previous Quali- fications.
First Lieutenant Walter R. Markham.....	20	18	38	1st Cl. Marksman	10 years
Second Lieutenant John A. Broatch.....	20	22	42	Sharpshooter	7 years
Quartermaster-Sergeant Osgood H. Wells.....	15	16	31	1st Cl. Marksman	5 years
Sergeant Samuel P. Calef.....	18	0	18	Marksman	7 years
Sergeant Samuel L. Fenn.....	16	0	16	Marksman	6 years
Sergeant Matthew Basile.....	17	0	17	V Marksman	4 years
Corporal Louis A. Gorman.....	17	0	17	Marksman	1 year
Corporal Archie B. Sage.....	16	0	16	Marksman	2 years
Corporal Edward S. Mowry.....	17	20	37	1st Cl. Marksman	2 years
Corporal Thomas M. Russell.....	20	20	40	Sharpshooter	1 year
Private Bacon, John P., Jr.....	17	0	17	Marksman	0 years
Private Buckley, E. Brainerd.....	15	0	15	Marksman	0 years
Private Chaffee, Charles A.....	16	0	16	Marksman	0 years
Private Clark, Eugene J.....	17	0	17	Marksman	0 years
Private Creevey, James E.....	17	0	17	Marksman	0 years
Private Fourette, Robert T.....	16	0	16	Marksman	0 years
Private Hines, William H.....	16	0	16	Marksman	1 year
Private Howard, William L.....	16	0	16	Marksman	0 years
Private Kieft, Sidney C.....	15	0	15	Marksman	0 years
Private Kronke, Ernest F.....	15	0	15	Marksman	1 year
Private Kenyon, George A.....	15	0	15	Marksman	0 years
Private Newton, James H.....	15	0	15	Marksman	0 years
Private Race, Gordon W.....	18	0	18	Marksman	0 years
Private Risk, Robert.....	17	0	17	Marksman	1 year
Private Robinson, Charles M.....	15	0	15	Marksman	0 years
Private Rockwell, Nathan L., Jr.....	17	0	17	Marksman	0 years
Private Schneider, George W.....	15	0	15	Marksman	2 years
Private Scully, John T.....	15	0	15	Marksman	0 years
Private Sauer, Charles M.....	15	0	15	Marksman	0 years
Private Stillman, John E.....	15	15	30	1st Cl. Marksman	0 years
Private Sutton, Isaac C.....	17	0	17	Marksman	0 years
Private Trantum, E. Percy.....	17	0	17	Marksman	0 years
Private Young, Clifford W.....	17	0	17	Marksman	1 year

ADJUTANT-GENERAL'S REPORT.

COMPANY I.

NAME.	200 yards.	500 yards.	Total.	Designation. 1898.	Previous Quali- fications.
Captain Oscar L. Bradley.....	21	22	43	Sharpshooter	11 years
First Lieutenant John W. Kramer.....	15	0	15	Marksmen	2 years
Second Lieutenant John W. Deno.....	20	22	42	Sharpshooter	10 years
First Sergeant George E. Proudman....	20	17	37	1st Cl. Marksman	8 years
Quartermaster-Sergeant DeWitt E. Ford.....	19	0	19	X Marksman	9 years
Sergeant John J. Beal.....	21	21	42	X Sharpshooter	9 years
Sergeant John E. Bowen.....	21	0	21	X Marksman	9 years
Sergeant John P. Howard.....	21	0	21	Marksmen	6 years
Sergeant Albert A. Kaschubey.....	20	0	20	Marksmen	7 years
Sergeant Henry C. Kobs.....	17	0	17	Marksmen	6 years
Corporal Walter A. Busch.....	18	0	18	Marksmen	1 year
Corporal John J. Thomas.....	15	0	15	Marksmen	1 year
Corporal William F. Liedtke.....	21	21	42	Sharpshooter	2 years
Corporal Norman J. Lee.....	15	0	15	Marksmen	0 years
Corporal Frederick Matthews.....	16	0	16	Marksmen	0 years
Corporal Charlie E. Wachtelhausen.....	18	0	18	Marksmen	3 years
Musician Andrew A. Rolan.....	16	0	16	Marksmen	2 years
Musician John Magee, Jr.....	17	0	17	Marksmen	0 years
Private Andrews, Marcellus C.....	17	0	17	Marksmen	0 years
Private Birdsey, Wade H.....	17	0	17	Marksmen	1 year
Private Brechlin, Charles A.....	15	0	15	Marksmen	1 year
Private Carey, Patrick W.....	16	0	16	Marksmen	0 years
Private Dittmann, Richard P.....	16	17	33	1st Cl. Marksman	1 year
Private Delesdernier, Ernest H.....	15	0	15	Marksmen	0 years
Private Gaylor, William C.....	20	21	41	Sharpshooter	1 year
Private Gollnick, Charles.....	18	0	18	Marksmen	0 years
Private Gardner, Willis W.....	20	0	20	Marksmen	0 years
Private Hirst, James F.....	17	0	17	Marksmen	0 years
Private Johnson, Alfred.....	17	0	17	Marksmen	0 years
Private Kopp, John F., Jr.....	17	0	17	Marksmen	2 years
Private Lundkvist, Erick.....	19	0	19	Marksmen	2 years
Private Luft, Andrew.....	18	0	18	Marksmen	2 years
Private Micue, Fred P.....	16	0	16	Marksmen	0 years
Private Marquardt, Paul J.....	18	0	18	Marksmen	0 years
Private Person, John O.....	16	0	16	Marksmen	0 years
Private Rudolph, Edward T.....	15	0	15	Marksmen	1 year
Private Russell, Joseph E.....	17	0	17	Marksmen	0 years
Private Smith, Arthur L.....	18	0	18	Marksmen	0 years
Private Sass, Albert.....	20	0	20	Marksmen	0 years
Private Trudell, Adolphe J.....	15	0	15	Marksmen	0 years
Private Tymeson, William E.....	18	0	18	Marksmen	0 years
Private Vance, Frank Orrin.....	16	17	33	1st Cl. Marksman	0 years
Private Whitehead, Burton O.....	16	0	16	Marksmen	5 years
Private Woolley, Robert A.....	17	0	17	Marksmen	1 year
Private Wusterbarth, Adolph B.....	19	0	19	Marksmen	0 years

ADJUTANT-GENERAL'S REPORT.

247

COMPANY K.

NAME.	200 yards.	500 yards.	Total.	Designation, 1898.	Previous Quali- fications.
Captain Robert E. Hall.....	23	25	48	Sharpshooter	12 years
First Lieutenant Henry Norton, Jr.....	22	23	45	Sharpshooter	11 years
Second Lieutenant Fred E. Blake.....	21	21	42	Sharpshooter	7 years
First Sergeant Thomas Mottram.....	20	23	43	Sharpshooter	12 years
Quartermaster-Sergeant Leon L. Hall.....	21	20	41	Sharpshooter	6 years
Sergeant Zerah P. Beach.....	21	23	44	Sharpshooter	20 years
Sergeant Thomas Ward.....	21	20	41	Sharpshooter	6 years
Sergeant Charles M. Allen.....	21	20	41	V Sharpshooter	4 years
Corporal William E. Hall.....	17	0	17	V Marksman	4 years
Corporal Edward E. Safford.....	18	0	18	Marksman	1 year
Corporal David Kelly, Jr.....	15	0	15	Marksman	3 years
Trumpeter John J. Norton.....	19	18	37	1st Cl. Marksman	0 years
Private Allen, James H.....	18	0	18	Marksman	1 year
Private Dray, William J.....	15	0	15	Marksman	1 year
Private Germain, Philip.....	19	0	19	Marksman	1 year
Private Hill, Frank C.....	17	17	34	1st Cl. Marksman	0 years
Private Kelly, Michael J.....	17	0	17	Marksman	0 years
Private Lund, Oscar.....	17	0	17	Marksman	0 years
Private La Barnes, Ernest M.....	17	0	17	Marksman	7 years
Private Lockwood, George J.....	15	0	15	Marksman	0 years
Private McLaughlin, George L.....	15	0	15	Marksman	1 year
Private Powers, J. Erwin.....	17	0	17	Marksman	0 years
Private Rich, Edward H.....	19	0	19	Marksman	0 years
Private Torrens, James W.....	15	15	30	1st Cl. Marksman	1 year
Private Tompkins, Edward.....	15	18	33	1st Cl. Marksman	2 years

ADJUTANT-GENERAL'S REPORT.

THIRD REGIMENT.

FIELD, STAFF AND NON-COMMISSIONED STAFF.

NAME.	200 Yards.	500 Yards.	Total.	Designation, 1898.	Previous Quali- fications.
Major Daniel Keleher.....	23	24	46	Sharpshooter	15 years
Captain Benjamin Stark, Jr., Insp. Small Arms Practice	23	22	45	V Sharpshooter	4 years
First Lieutenant Percy H. Morgan, Quartermaster....	23	21	44	Sharpshooter	10 years
Chaplain J. Spencer Voorhees.....	13	0	18	Marksman	0 years
Quartermaster-Sergeant James D. Copp, Regimental...	23	23	46	V Sharpshooter	4 years
Sergeant-Major Herbert D. Utley, Battalion.....	20	20	40	Sharpshooter	3 years

COMPANY A.

Captain Henry S. Dorsey.....	21	23	44	Sharpshooter	7 years
Quartermaster-Sergeant John A. Malona.....	23	24	47	Sharpshooter	15 years

COMPANY B.

Captain Cornelius Bransfield.....	23	24	47	Sharpshooter	15 years
-----------------------------------	----	----	----	--------------	----------

COMPANY C.

Captain Charles A. Hagberg.....	18	19	37	X 1st Cl. Marksman	9 years
---------------------------------	----	----	----	--------------------	---------

COMPANY D.

Captain David Connor.....	22	24	46	Sharpshooter	13 years
Quartermaster-Sergeant Emmett L. Crowell.....	20	21	41	Sharpshooter	11 years

ADJUTANT-GENERAL'S REPORT.

249

COMPANY F.

NAME.				Designation, 1898.	Previous Quali- fications.
	300 Yards.	500 Yards.	Total.		
Captain William H. Hamilton.....	20	21	41	Sharpshooter	3 years
Second Lieutenant Clarence E. Young.....	16	17	33	1st Cl. Marksman	2 years
Sergeant Eddie G. Baker.....	20	21	41	Sharpshooter	1 year
Sergeant William H. Warren.....	20	22	42	Sharpshooter	3 years
Sergeant William A. Hoyle.....	17	0	17	Marksman	1 year
Sergeant Ernest G. Disque.....	15	15	30	1st Cl. Marksman	3 years
Sergeant Frederick N. Flagg.....	19	9	28	Marksman	2 years
Corporal Frank D. Spalding.....	18	11	29	Marksman	1 year
Corporal Frank E. Young.....	21	21	42	Sharpshooter	2 years
Private Cutler, Alfred C.....	15	18	33	1st Cl. Marksman	1 year
Private Gibson, Frank I.....	19	15	34	1st Cl. Marksman	1 year
Private Head, Michael J., Jr.....	16	0	16	Marksman	0 years
Private Harrington, James E.....	15	16	31	1st Cl. Marksman	1 year
Private Lyman, Ernest E.....	19	5	24	Marksman	2 years
Private McDonald, George A.....	16	18	34	1st Cl. Marksman	1 year
Private Perkins, George H.....	16	15	31	1st Cl. Marksman	1 year
Private Stephens, William.....	15	16	31	1st Cl. Marksman	1 year
Private Saunders, Edwin.....	15	2	17	Marksman	0 years
Private Woodward, Arthur P.....	21	21	42	Sharpshooter	2 years

COMPANY G.

Captain Arthur D. McIntyre.....	24	23	47	Sharpshooter	11 years
First Lieutenant Charles E. Richardson.....	19	21	40	1st Cl. Marksman	10 years
Second Lieutenant Everett M. Carver.....	20	21	41	Sharpshooter	1 year
Quartermaster-Sergeant William F. Holt.....	21	22	43	Sharpshooter	1 year
Private Smith, George A.....	18	22	40	1st Cl. Marksman	0 years
Private Travis, Lindley M.....	15	0	15	Marksman	0 years

ADJUTANT-GENERAL'S REPORT.

COMPANY I.

NAME.	200 Yards.	500 Yards.	Total.	Designation, 1898.	Previous Quali- fications.
Captain Eugene T. Kirkland.....	15	21	36	1st Cl. Marksman	3 years
First Lieutenant Albert P. Ware.....	17	0	17	Marksman	3 years
Second Lieutenant Carey Congden.....	24	24	48	Sharpshooter	3 years
First Sergeant William M. Stark.....	23	22	45	Sharpshooter	3 years
Quartermaster-Sergeant Richard E. Belden.....	16	20	36	1st Cl. Marksman	2 years
Sergeant John Rockholz.....	16	19	35	1st Cl. Marksman	8 years
Sergeant Charles P. Kirkland.....	16	22	38	1st Cl. Marksman	0 years
Sergeant Harris Pendleton, Jr.....	20	20	40	Sharpshooter	2 years
Sergeant James N. Sterry.....	21	23	44	Sharpshooter	2 years
Corporal Richard B. Smith.....	18	0	18	Marksman	2 years
Corporal Louis H. Goddard.....	20	21	41	Sharpshooter	2 years
Corporal Charles B. Whittlesey.....	22	0	22	Marksman	2 years
Corporal Thomas H. Jennings.....	18	17	35	1st Cl. Marksman	1 year
Corporal Richard P. Freeman, Jr.....	19	15	34	1st Cl. Marksman	1 year
Corporal Ernest Chadwick.....	16	18	34	1st Cl. Marksman	1 year
Musician Joseph Williams.....	17	0	17	Marksman	1 year
Private Avery, Charles L.....	15	0	15	Marksman	1 year
Private Bishop, Clark S.....	18	18	36	1st Cl. Marksman	2 years
Private Blake, Frederic C.....	17	0	17	Marksman	1 year
Private Broadwell, John H.....	23	20	43	Sharpshooter	7 years
Private Cann, William, Jr.....	18	15	33	1st Cl. Marksman	3 years
Private Comstock, Ira M.....	21	20	41	Sharpshooter	2 years
Private Congdon, Robert R., Jr.....	17	18	35	1st Cl. Marksman	2 years
Private Daboll, Henry F.....	16	0	16	Marksman	1 year
Private Dunn, William M.....	21	0	21	Marksman	1 year
Private Farrell, Frank T.....	15	21	36	1st Cl. Marksman	0 years
Private Hayes, Stephen J.....	20	23	43	Sharpshooter	0 years
Private Hawkins, Andrew.....	15	18	33	1st Cl. Marksman	0 years
Private James, Frederick H.....	15	0	15	Marksman	0 years
Private Lee, Charles H.....	17	0	17	Marksman	1 year
Private Lewis, Warren Alpha.....	15	16	31	1st Cl. Marksman	2 years
Private Lounsbury, Wilton A.....	19	17	36	1st Cl. Marksman	0 years
Private Mathews, William B.....	16	0	16	Marksman	1 year
Private Morgan, Henry H.....	20	15	35	1st Cl. Marksman	1 year
Private Nickerson, James.....	21	17	38	1st Cl. Marksman	1 year
Private Reed, Winder E.....	15	0	15	Marksman	0 years
Private Rockwell, Walter S.....	15	0	15	Marksman	1 year
Private Roe, William L.....	23	22	45	Sharpshooter	1 year
Private Seamon, David H.....	15	0	15	Marksman	1 year
Private Selleck, Edwin H.....	18	0	18	Marksman	0 years
Private Sherwin, John T.....	23	24	47	X Sharpshooter	9 years
Private Smith, Jesse.....	17	0	17	Marksman	1 year
Private Stubbett, John I.....	16	18	34	1st Cl. Marksman	2 years
Private Terry, Franklin N.....	16	0	16	Marksman	0 years
Private Williams, Frank E.....	15	0	15	Marksman	0 years
Private Willows, Henry L.....	20	21	41	Sharpshooter	2 years
Private Wood, Edmund.....	15	0	15	Marksman	0 years

ADJUTANT-GENERAL'S REPORT.

251

FOURTH REGIMENT.

FIELD, STAFF, NON-COMMISSIONED STAFF, AND BAND.

NAME.	200 Yards.	500 Yards	Total.	Designation, 1893.	Previous Quali- fications.
Lieutenant-Colonel Charles W. Hendrie.....	23	21	44	Sharpshooter	12 years
Major Merritt F. White.....	20	21	41	XV Sharpshooter	14 years
Major Gilbert L. Fitch.....	18	20	33	V 1st Cl. Marksman	4 years
First Lieutenant William A. Pratt, Battalion Adjutant..	20	23	43	Sharpshooter	7 years
Captain Charles A. Bradley, Inspec. Small Arms Practice	21	21	42	Sharpshooter	8 years
Quartermaster-Sergeant John D. Hertz, Regimental....	20	20	40	Sharpshooter	0 years
Color-Sergeant Thomas Hunt.....	15	15	30	V 1st Cl. Marksman	4 years
Musician Henry C. Bradley.....	21	23	44	Sharpshooter	1 year

COMPANY B.

Captain William Houlihan.....	21	20	41	Sharpshooter	12 years
First Lieutenant George D. Shelton.....	16	18	34	1st Cl. Marksman	8 years
Second Lieutenant James J. Halligan.....	15	18	33	1st Cl. Marksman	6 years
First Sergeant William E. Rowe.....	21	21	42	Sharpshooter	6 years
Sergeant John J. McBride.....	18	16	34	1st Cl. Marksman	5 years
Sergeant James E. Nettleton.....	16	0	16	Marksman	5 years
Sergeant Harry C. Webster.....	16	23	39	1st Cl. Marksman	1 year
Sergeant Charles Farley.....	17	0	17	Marksman	1 year
Corporal Charles G. Burkhardt.....	18	0	18	Marksman	2 years
Corporal Arthur H. Buell.....	18	17	35	1st Cl. Marksman	0 years
Corporal George W. Dieringer.....	17	0	17	Marksman	2 years
Corporal Minott B. Romaine.....	22	18	40	1st Cl. Marksman	11 years
Corporal George E. Knapp.....	17	0	17	Marksman	1 year
Corporal John C. Malota.....	15	0	15	Marksman	0 years
Trumpeter C. Ray Hawley.....	21	21	42	V Sharpshooter	4 years
Musician John F. Jackson.....	18	0	18	V Marksman	4 years
Musician Frederick E. Wilmott.....	16	0	16	Marksman	0 years
Private Boland, Eugene B.....	15	0	15	Marksman	2 years
Private Crowther, William J.....	15	0	15	Marksman	0 years
Private Farrell, Robert W.....	17	0	17	Marksman	0 years
Private Graham, James P.....	19	0	19	Marksman	0 years
Private Hughes, John.....	15	0	15	Marksman	0 years
Private Jefferies, William C.....	18	0	18	Marksman	3 years
Private La Bounty, Edward W.....	16	0	16	Marksman	3 years
Private Middlebrook, Sillick B.....	17	0	17	Marksman	3 years
Private McCabe, John B.....	21	21	42	Sharpshooter	0 years
Private Ordner, Christian F.....	17	0	17	Marksman	1 year
Private Reilly, Patrick J. L.....	15	0	15	Marksman	1 year
Private Spencer, Charles H.....	15	0	15	Marksman	0 years
Private Wootton, Percy N.....	16	0	16	Marksman	0 years

COMPANY D.

First Lieutenant Richard O. Gorman.....	20	16	36	1st Cl. Marksman	3 years
Sergeant William H. Platt.....	16	18	34	1st Cl. Marksman	3 years
Sergeant William H. Hyland.....	16	17	33	1st Cl. Marksman	2 years
Private Bartlem, Joseph H.....	15	16	31	1st Cl. Marksman	0 years
Private McKay, Joseph.....	15	4	19	Marksman	0 years
Private Noonan, Andrew.....	17	12	29	Marksman	2 years

ADJUTANT-GENERAL'S REPORT.

COMPANY E.

NAME.	yards.		Total.	Designation, 1898.	Previous Quali- fications.
	200	500			
Captain James J. Hurley.....	23	21	41	V Sharpshooter	4 years
First Lieutenant Edward J. Joy.....	20	19	39	1st Cl. Marksman	3 years
Second Lieutenant John J. Scanlon.....	19	22	41	1st Cl. Marksman	1 year
Quartermaster-Sergeant William H. Roland.....	18	18	36	1st Cl. Marksman	1 year
Sergeant John T. Stein.....	15	0	15	Marksman	0 years
Corporal John T. Garvey.....	18	16	34	1st Cl. Marksman	0 years
Corporal John F. Goulding.....	15	21	36	1st Cl. Marksman	1 year
Corporal William B. Kelley.....	15	0	15	Marksman	1 year
Corporal John Maloney.....	16	0	16	Marksman	0 years
Private Bannay, Louis.....	16	20	36	1st Cl. Marksman	0 years
Private Baxter, Frederick.....	16	19	35	1st Cl. Marksman	0 years
Private Clark, William P.....	18	18	36	1st Cl. Marksman	1 year
Private Cunningham, Edward J.....	16	0	16	Marksman	1 year
Private Coughlin, James.....	16	0	16	Marksman	0 years
Private Donahue, Timothy.....	16	0	16	Marksman	0 years
Private Diehl, Frank.....	17	21	38	1st Cl. Marksman	0 years
Private Hubbard, Edward B.....	15	0	15	Marksman	0 years
Private Kane, John J.....	18	19	37	1st Cl. Marksman	0 years
Private Long, James J.....	15	15	30	1st Cl. Marksman	1 year
Private Lynch, James J.....	16	17	33	1st Cl. Marksman	1 year
Private Lynch, Thomas F.....	16	16	32	1st Cl. Marksman	0 years
Private Murphy, George D.....	18	17	35	1st Cl. Marksman	0 years
Private Smith, Melville C.....	17	19	36	V 1st Cl. Marksman	4 years

COMPANY F.

Quartermaster-Sergeant Charles Guarnieri.....	16	18	34	1st Cl. Marksman	3 years
Sergeant Henry H. Payne.....	16	0	16	Marksman	2 years
Sergeant Cyrus J. Crabbe.....	17	0	17	V Marksman	4 years
Corporal William E. James.....	17	18	35	1st Cl. Marksman	2 years
Corporal Coles M. Flewellin.....	20	0	20	Marksman	2 years
Corporal Milo C. Brown.....	16	0	16	Marksman	2 years
Musician Harry S. Richmond.....	19	22	41	1st Cl. Marksman	0 years
Private Bloomer, Howard J.....	21	0	21	Marksman	0 years
Private Fitzgerald, Richard F.....	15	0	15	Marksman	0 years
Private Ghiotto, Anthony B.....	16	0	16	Marksman	0 years
Private Godfrey, Frederick W.....	15	0	15	Marksman	1 year
Private Hendricks, Richard G.....	17	17	34	1st Cl. Marksman	0 years
Private Jones, William N.....	18	19	37	1st Cl. Marksman	2 years
Private Lockwood, Ira C.....	15	18	33	1st Cl. Marksman	1 year
Private Leffert, Charles.....	16	16	32	1st Cl. Marksman	0 years
Private Ranch, William.....	16	0	16	Marksman	0 years
Private Smith, Henry O.....	18	16	34	1st Cl. Marksman	3 years
Private Schofield, Albert R.....	15	0	15	Marksman	0 years
Private Tuttle, Herbert F.....	16	16	32	1st Cl. Marksman	0 years
Private Webber, Frank H.....	20	19	39	1st Cl. Marksman	1 year

ADJUTANT-GENERAL'S REPORT.

253

COMPANY G.

NAME.	200 yards.	500 yards.	Total.	Designation, 1898.	Previous Quali- fications.
Captain Vincent M. King.....	20	21	41	V Sharpshooter	4 years
Sergeant George Nelson.....	16	16	32	V 1st Cl. Marksman	4 years
Sergeant Benjamin H. Turner.....	16	16	32	1st Cl. Marksman	1 year
Sergeant Orlando C. Kent.....	17	0	17	Marksman	2 years
Private Brotherton, Bennett L.....	16	0	16	Marksman	0 years
Private Hopkins, Aba J.....	21	0	21	Marksman	1 year
Private Helm, Alfred.....	15	15	30	1st Cl. Marksman	1 year
Private Main, John N.....	18	0	18	Marksman	0 years
Private Parks, Oscar E.....	15	17	32	1st Cl. Marksman	3 years
Private Stone, Frank W.....	16	18	34	1st Cl. Marksman	0 years
Private Treadwell, William P.....	15	19	34	1st Cl. Marksman	3 years

COMPANY I.

Captain George M. Crossman.....	21	22	43	V Sharpshooter	4 years
Second Lieutenant Cevallus C. Walker.....	15	0	15	Marksman	2 years
First Sergeant John H. Parsons.....	18	21	39	1st Cl. Marksman	2 years
Quartermaster-Sergeant Arthur S. Nichols.....	20	20	40	Sharpshooter	3 years
Sergeant Frank H. Harrigan.....	16	19	35	1st Cl. Marksman	3 years
Sergeant Joseph L. Carroll.....	17	21	38	1st Cl. Marksman	3 years
Sergeant Charles F. Cook.....	15	16	31	1st Cl. Marksman	3 years
Corporal Edward D. Hallock.....	16	0	16	Marksman	2 years
Corporal George A. Searby.....	17	0	17	Marksman	1 year
Corporal Christopher C. Coon.....	17	0	17	Marksman	2 years
Corporal Carleton S. Marks.....	19	18	37	1st Cl. Marksman	2 years
Musician Joseph Wells.....	16	0	16	Marksman	0 years
Private Adams, George D.....	15	15	30	1st Cl. Marksman	0 years
Private Bunnell, George S.....	15	0	15	Marksman	1 year
Private Chapman, George J.....	17	16	33	1st Cl. Marksman	1 year
Private Clayton, Charles.....	17	0	17	Marksman	1 year
Private Dayton, Frank L.....	16	0	16	Marksman	0 years
Private Dean, Arthur H.....	18	0	18	Marksman	2 years
Private Doughty, George E.....	16	23	39	1st Cl. Marksman	0 years
Private Griffin, Walter N.....	17	0	17	Marksman	2 years
Private Heath, Diton L.....	16	0	16	Marksman	2 years
Private Heath, Asa.....	20	15	35	1st Cl. Marksman	2 years
Private Heath, David A.....	16	21	37	1st Cl. Marksman	0 years
Private Monroe, Arthur.....	21	16	37	1st Cl. Marksman	1 year
Private Searing, Eugene P.....	18	20	38	1st Cl. Marksman	0 years
Private Shuman, Charles M.....	15	0	15	Marksman	0 years
Private Simons, John J.....	17	0	17	Marksman	1 year

ADJUTANT-GENERAL'S REPORT.

MACHINE-GUN BATTERY.

SECOND SECTION.

NAME.	50 yards.	Designation, 1898.	Previous Quali- fications.
Sergeant George W. Banta, Jr.....	20	V 1st Cl. Marksman	4 years
Corporal Franklin N. Banta.....	20	1st Cl. Marksman	5 years
Trumpeter Joseph E. Southerton.....	21	V 1st Cl. Marksman	4 years
Private Tanner, Sidney G.....	24	1st Cl. Marksman	0 years

FOURTH SECTION.

Sergeant George W. Wright.....	23	1st Cl. Marksman	6 years
Corporal Frederick A. Doolittle.....	20	V 1st Cl. Marksman	4 years
Corporal John A. Naphey.....	23	1st Cl. Marksman	5 years
Private Cone, Thomas H.....	23	1st Cl. Marksman	2 years
Private Chaffee, Robert W.....	19	Marksman	0 years
Private Schreyer, George C.....	20	1st Cl. Marksman	0 years
Private Washburn, Herbert G.....	19	Marksman	0 years
Private Willmore, Howson E.....	19	Marksman	0 years

NAVAL BATTALION.

LINE, STAFF AND NON-COMMISSIONED STAFF.

NAME.	200 yards.	500 yards.	Total.	Designation, 1898.	Previous Quali- fications.
Commander Edward V. Reynolds.....	19	0	19	V Marksman	4 years
Lieutenant (Junior Grade) Samuel F. Punderson, Adjutant.....	21	20	41	X Sharpshooter	9 years
Yeoman Henry F. Punderson.....	19	0	19	V Marksman	4 years
Master-at-Arms Charles K. Hutchinson.....	19	16	35	V 1st Cl. Marksman	4 years

FIRST DIVISION.

Lieutenant Robert E. L. Hutchinson.....	16	0	16	V Marksman	4 years
Ensign, Stephen D. Baker.....	16	0	16	V Marksman	4 years
Gunnery Mate William J. Hyde.....	20	21	41	Sharpshooter	1 year
Coxswain Clarence W. Webb.....	16	0	16	Marksman	3 years
Seaman Garland, William J.....	15	15	30	1st Cl. Marksman	0 years
Seaman Norton, Louis L.....	19	0	19	Marksman	0 years

By order of the Commander-in-Chief.

LOUIS N. VAN KEUREN,

Adjutant-General.

OFFICIAL:

WILLIAM E. F. LANDERS,

Assistant Adjutant-General.

ADJUTANT-GENERAL'S REPORT.

STATE OF CONNECTICUT.

ADJUTANT-GENERAL'S OFFICE,

GENERAL ORDERS, }
 No. 10. }

Hartford, May 1, 1899.

The Regulations prepared by Brigadier-General J. Francis Calef, Surgeon-General, for the guidance of Surgeons, Assistant Surgeons, Connecticut National Guard, and Post Surgeons, for medical examination of recruits for the Connecticut National Guard are hereby approved, adopted, and ordered published.

By order of the Commander-in-Chief.

LOUIS N. VAN KEUREN,

Adjutant-General.

OFFICIAL :

WILLIAM E. F. LANDERS,

Assistant Adjutant-General.

STATE OF CONNECTICUT.

ADJUTANT-GENERAL'S OFFICE,

GENERAL ORDERS, }
 No. 11. }

Hartford, May 4, 1899.

I. In accordance with Section 52, Militia Law, Brigadier-General Russell Frost, commanding Brigade, Connecticut National Guard, is hereby directed to order his command, with exception of Battery A, to parade during the present month, as follows: First, Second, Third and Fourth Regiments to parade by Regiment, and Machine-Gun Battery as a Battery. The date and composition of the parade of Brigade Signal Corps, First Separate Company, and Naval Battalion, Connecticut National Guard, will be discretionary with the Brigade Commander.

II. The Brigade Commander will inspect or detail a commissioned officer to inspect the different organizations on the day of parade, and forward a report to this office.

III. The Quartermaster-General will furnish transportation for the troops upon requisition from the commanding officers. Transportation for horses for field and staff use will be furnished only from regimental headquarters.

IV. The Commissary-General will not furnish rations for Spring parades of the Connecticut National Guard, but a ration of forty cents per day for enlisted men will be allowed and carried on the pay-rolls.

V. The commanding officer of each company, Governor's Guards, is hereby directed to assemble his command for one day's drill and parade during the present month, on such date as he may determine, forwarding to this office, when issued, a copy of his order designating the date of parade.

VI. Triplicate pay-rolls for duty, duly signed by each member parading, and sworn to by the commanding officer will be required; one copy to be retained by the commanding officer, and two copies to be forwarded to this office within two days from the date of parade.

By order of the Commander-in-Chief.

LOUIS N. VAN KEUREN,

OFFICIAL:

Adjutant-General.

WILLIAM E. F. LANDERS,

Assistant Adjutant-General.

STATE OF CONNECTICUT.

ADJUTANT-GENERAL'S OFFICE,

GENERAL ORDERS, }

Hartford, May 26, 1899.

No. 12. }

On Memorial Day, May 30, 1899, at the Arsenal, all State Armories, and the Soldiers' Home at Noroton, the National Flag will be displayed at half staff from sunrise until mid-day, and at noon the flag will be hoisted to top of staff and remain there until sunset.

Each succeeding year the advent of Memorial Day increases our appreciation of the sacrifices made by those who fought and died to save the Union from disruption, and the above addition to the regular ceremonies of Decoration Day not only perpetuates the memory of the illustrious dead, but is a fitting tribute to the survivors.

By order of the Commander-in-Chief.

LOUIS N. VAN KEUREN,

OFFICIAL:

Adjutant-General.

WILLIAM E. F. LANDERS,

Assistant Adjutant-General.

ADJUTANT-GENERAL'S REPORT.

STATE OF CONNECTICUT.

ADJUTANT-GENERAL'S OFFICE,

GENERAL ORDERS, }
 No. 13. }

Hartford, July 1, 1899.

I. The resignation of Brigadier-General Heman O. Averill, Paymaster-General, Staff of the Commander-in-Chief, is accepted, and he is hereby honorably discharged from the military service of the State to date July 1st, 1899.

II. Brigadier-General John W. Atwood, Commissary-General, of Plainfield, is hereby appointed Paymaster-General, with rank of Brigadier-General, from July 1st, 1899, *vice* Averill, resigned.

III. Colonel Henry C. Morgan (retired), of Colchester, is hereby appointed Commissary-General, with rank of Brigadier-General from July 1st, 1899, *vice* Atwood, appointed Paymaster-General.

By order of the Commander-in-Chief.

LOUIS N. VAN KEUREN,

Adjutant-General.

OFFICIAL :

WILLIAM E. F. LANDERS,

Assistant Adjutant-General.

STATE OF CONNECTICUT.

ADJUTANT-GENERAL'S OFFICE,

GENERAL ORDERS, }
 No. 14. }

Hartford, July 5, 1899.

I. Brigadier-General Russell Frost commanding Brigade, Connecticut National Guard, is hereby ordered to assemble his command, in undress uniform, at the State Military Rendezvous, Niantic, Conn., on Monday, August 21, 1899, at 10 o'clock a. m., for six days' camp duty.

General Frost will make requisition on the Quartermaster-General of the State for necessary camp equipage, supplies and blank ammunition required to carry out any field maneuvers decided upon. He will cause a

Careful inspection of all record books and see that they are properly kept, and will forward to these headquarters in the field, a consolidated morning report of the troops, each day of the encampment, and will forward to this office at the close of the encampment, all daily consolidated reports of the different organizations of his command.

II. The Quartermaster-General will lay out the camp ground, pitch the tents, and furnish transportation for the troops, including necessary baggage, to and from the State Military Rendezvous. He will also furnish all camp equipage, including Buzzacott ovens, and supplies except commissary stores. The baggage will be limited to two company chests for each infantry company and platoon of artillery, and one chest for each machine-gun and signal corps section. Officers' baggage will be limited to one valise or small trunk for each line officer. Transportation for horses for field and staff use will be furnished only from brigade and regimental headquarters; battery and machine-gun horses from their respective locations.

III. The Commissary-General will furnish rations for the enlisted men. Commissioned officers will provide their own subsistence. It is expected that commandants of companies will enlist two men as company cooks. A careful inspection will be made each day of the food before it is cooked.

IV. Commanding officers will make requisitions for transportation on or before July 25th.

V. Pay-rolls for duty will be made out strictly in accordance with law, and must be completed and signed on or before the last day of the encampment, and delivered at these headquarters in the field by 10 o'clock a. m., Saturday, August 26.

Men enlisted after July 15 may be borne on pay-roll for duty upon certificate of company commanders that they are properly drilled and instructed in the school of the soldier and guard duty. Musicians may be enlisted up to August 10 inclusive.

VI. The Commander-in-Chief will review the Brigade on Friday, August 25.

VII. Encampments of the National Guard being held by authority of law, every officer and enlisted man is required to be present for duty unless excused for imperative reasons. The Brigadier-General will report to this office any commissioned officer absent, with the cause of absence.

By order of the Commander-in-Chief,

LOUIS N. VAN KEUREN,
Adjutant-General.

OFFICIAL :

WILLIAM E. F. LANDERS,
Assistant Adjutant-General.

ADJUTANT-GENERAL'S REPORT.

STATE OF CONNECTICUT.

ADJUTANT-GENERAL'S OFFICE,

GENERAL ORDERS, }
 No. 15. }

Hartford, July 15, 1899.

I. The following Acts of the General Assembly, passed January Session, A.D., 1899, are published for the information of all concerned:

PUBLIC ACTS.

CHAPTER 123.

AN ACT AMENDING AN ACT REVISING THE MILITARY LAWS.

Be it enacted by the Senate and House of Representatives in General Assembly convened:

SECTION 1. Section nine of chapter CCCXXXIII of the Public Acts of 1895, as amended by chapter CCXXII of Public Acts of 1897, is hereby amended by striking out the words "during the late rebellion" in line eleven, so that said section when amended shall read as follows: The following reasons shall exempt from such military duty: first, such physical or mental disabilities as shall be prescribed in general orders issued by the surgeon-general and approved by the commander-in-chief, and printed copies of such approved general orders, specifying such reasons of exemption, shall be sent annually, on or before the first day of January in each year, to the selectmen and town clerk in each town in the state by the surgeon-general; second, service in the army or navy of the United States, and an honorable discharge therefrom; third, membership for the time being of a volunteer fire company in this state, provided such membership shall have continued at least one year; fourth, service for three years in the active militia of this state, or for three years consecutively in any volunteer fire company in this state; fifth, being a warden or deputy warden of the state prison; sixth, any further reason expressly provided by law; but the reasons specified in the clauses marked second, third, and fourth in this section, shall not exempt from military duty in time of war, invasion, or rebellion, or reasonable apprehension thereof.

SEC. 2. This act shall take effect from its passage.
 Approved May 19, 1899.

(NOTE:—The above amendment provides that any person who has served in the Army or Navy of the United States and has an honorable discharge therefrom, shall be exempt from military duty.)

CHAPTER 212.

AN ACT AMENDING AN ACT CONCERNING THE MILITIA.

Be it enacted by the Senate and House of Representatives in General Assembly convened:

SECTION 1. Section fifteen of chapter CCCXXXIII of the Public Acts of 1895 as amended by chapter CCXXII of the Public Acts of 1897 is hereby amended to read as follows: The staff of the commander-in-chief shall consist of an adjutant-general, who shall be chief of staff with the rank of brigadier-general, appointed by him; a quartermaster-general, a surgeon-general, a commissary-general, a paymaster-general, and a judge-advocate-general, each with the rank of brigadier-general, and appointed by him, with the consent of the senate, and three aides-de-camp, each with the rank of colonel, appointed by him. In addition thereto, the commander-in-chief shall appoint and commission an officer with the rank of captain who shall be designated as naval aide to the commander-in-chief and who shall hold office during the pleasure of the commander-in-chief, but no person shall be eligible for appointment as naval aide unless he shall be a resident of the state and hold or have held a commission as an officer of the United States navy or the naval militia or be a graduate of the United States Naval Academy. And the commander-in-chief may, in his discretion, appoint on his staff as inspector any officer of the army of the United States detailed for duty in connection with the Connecticut National Guard at the request of the governor. The surgeon-general shall be a graduate of some incorporated school of medicine, and of at least five years' practice. The judge-advocate-general shall be an attorney-at-law, admitted to practice in the superior court of this state, and of at least five years' standing. The adjutant-general, with the consent of the commander-in-chief, may appoint an assistant adjutant-general with rank of colonel, who may perform all the duties of the adjutant-general in case of the absence, inability, or express directions of the latter. The quartermaster-general, with the consent of the commander-in-chief, may appoint an assistant quartermaster-general, with the rank of colonel, for whose conduct he shall be responsible, who may, under his direction, take charge of the property in his department, and perform such other duties therein as he may direct.

(NOTE:—The above amendment provides that one of the four aides-de-camp to the commander-in-chief shall be a naval officer.)

SEC. 2. Section eighteen of chapter CCCXXXIII of the Public Acts of 1895 as amended by chapter CCXXII of the Public Acts of 1897 is hereby amended to read as follows: In time of peace the national guard shall constitute one brigade under the command of a brigadier-general appointed by the commander-in-chief, with the consent of the senate, and a naval battalion. The brigadier-general shall nominate on his staff an assistant adjutant-general with the rank of lieutenant-colonel, an inspector,

a quartermaster, a commissary of subsistence, an inspector of small arms practice, who shall also be ordnance officer, and a judge-advocate, each with the rank of major; a medical director with the rank of lieutenant-colonel, a signal officer with the rank of captain, and two aides-de-camp, each with the rank of captain. The medical director must be a graduate of a lawfully established medical college, and have been in practice for at least five years prior to date of appointment. The judge-advocate shall be an attorney-at-law, admitted to practice in the superior court of this state, and of at least five years' standing. The brigadier-general may enlist and warrant four orderlies, two of whom shall rank as sergeants and two as corporals, and one trumpeter with the rank of sergeant-major, who shall be chief trumpeter of the brigade. They shall appear mounted on all days of review and parade when so ordered by the brigadier-general.

(NOTE : — The above amendment separates the naval battalion from the brigade.)

SEC. 3. Section twenty-nine of chapter CCCXXXIII of the Public Acts of 1895 is hereby amended to read as follows: An examining board of two or more competent persons, appointed by the commander-in-chief, shall convene at such times and places as he shall direct, to inquire into the military, moral, and general capacity, qualifications, and efficiency of any officer who has been commissioned, or may hereafter be nominated for commission in the brigade, and shall have such powers of a court-martial and of a court of inquiry as may be necessary for that purpose. The commander-in-chief shall give at least two weeks' notice to all such officers to appear thereat. Said board shall in twenty days after each examination make a detailed report of its results to the commander-in-chief who shall thereupon revoke the appointments of all officers failing to appear, and of those failing to pass an examination satisfactory to said board; provided, that he may allow an examination to any officer who shall give him a satisfactory excuse for not appearing before said board when first ordered, and, on recommendation of said board, may allow a second examination of any officer failing to pass an examination satisfactory to said board; and provided also, that no officer who has passed one satisfactory examination shall be re-examined previous to promotion.

(NOTE : — The above amendment provides that upon the recommendation of the examining board a second examination may be allowed to any officer failing to pass an examination satisfactory to said board.)

SEC. 4. Section thirty-two of chapter CCCXXXIII of the Public Acts of 1895 is hereby amended to read as follows: The quartermaster-general shall, upon due requisition therefor, approved by the adjutant-general, furnish the active militia, at the expense of the state, with suitable arms, uniforms, armories, rifle ranges, ammunition, equipments, state decorations for rifle and revolver practice, long service medals, colors, camp equipage, and transportation from its armory to the place of parade or encampment, and a regimental headquarter-room for each regiment, for the safe keeping

of the colors and other state property in charge of the regimental commanders. No expenditures shall be made in the military department except upon estimates submitted to the adjutant-general and approved by him.

(NOTE:—The above amendment provides decorations for revolver practice.)

SEC. 5. Section thirty-eight of chapter CCCXXXIII of the Public Acts of 1895 is hereby amended to read as follows: Every commissioned officer shall furnish himself with a complete uniform approved by the commander-in-chief; and every officer so uniformed and in service on the first day of October in each year shall be allowed and paid by the quartermaster-general, on or before the thirtieth day of November in each year, the sum of twenty dollars in payment therefor. General and field officers and their staffs shall appear mounted on all days of review or parade.

(NOTE:—The above amendment provides that every officer who shall furnish himself with a complete uniform shall receive in payment therefor twenty dollars per annum instead of fifteen.)

SEC. 6. Section fifty-two of chapter CCCXXXIII of the Public Acts of 1895 is hereby amended to read as follows: The Connecticut National Guard may parade for drill one day annually in April or May by company, battalion, or regiment, as ordered by the commander-in-chief, and may encamp for drill and instruction six successive days, between the tenth day of August and the twentieth day of October, annually, by brigade or otherwise, as ordered by the commander-in-chief. The commander-in-chief may at his discretion order out the battery of artillery for spring parade.

(NOTE:—The above amendment makes the spring parade and annual encampment discretionary with the commander-in-chief.)

SEC. 7. This act shall take effect from its passage.

Approved June 20, 1899.

CHAPTER 211.

AN ACT AUTHORIZING THE ORGANIZATION OF THE NAVAL BATTALION OF THE CONNECTICUT NATIONAL GUARD.

Be it enacted by the Senate and House of Representatives in General Assembly convened.

SECTION 1. Chapter CCXL of the Public Acts of 1897 is hereby amended to read as follows: The commander-in-chief is hereby authorized to organize not exceeding four divisions of naval militia, as a special force for coast protection and as a naval reserve. Said divisions, when so organized, shall be fully armed, uniformed, and equipped, and, together with the officers and enlisted men of the battalion line and staff hereinafter authorized, shall constitute a battalion, to be designated as the naval battalion of the Connecticut National Guard. These divisions of naval militia shall be considered the equivalent of companies of infantry, and shall be located as provided in section sixteen of the militia law, throughout the state with reference to the military wants thereof, means of concentration, and other military requirements, and with special reference to the defense of its sea-coast and navigable waters.

SEC. 2. All first enlistments in the naval militia shall be for three years, and any person who has received or is entitled to an honorable discharge from said naval militia by reason of expiration of term of service may re-enlist for the term of two years. All enlistments or re-enlistments in said naval militia shall be made in the same manner and shall be subject to the same laws, regulations, and requirements as enlistments in other companies of the Connecticut National Guard, except as hereinafter provided, and no enlistment in said naval battalion shall be made from any company of the active militia of this state; provided, that enlistments may be made of men otherwise qualified and residing in any town bordering on the navigable waters of the county wherein the division is located.

SEC. 3. Enlistments shall be made in the following ratings only: seaman, ordinary seaman, landsman, fireman first and second class, coal passer, and hospital apprentice; provided, that in case the designations of any of the ratings above mentioned shall be altered by the regulations of the United States navy the commander-in-chief is hereby authorized to make the same alterations.

SEC. 4. The officers of the naval battalion shall be a commander, who shall be designated as the chief of battalion, and who shall command the same; one lieutenant-commander, who shall act as executive officer, and who shall be next in rank and in succession to command to the commander; and one lieutenant, who shall act as navigator and ordnance officer, and who shall be next in rank and in succession to command to the lieutenant-commander, and shall be senior to all other officers of his grade, regardless of the date of his commission. These officers shall be nominated by the commissioned officers of the divisions of the battalion. The commissioned staff of the battalion shall consist of one surgeon, one chief engineer, each with rank of lieutenant, one adjutant, one paymaster, each with the rank of lieutenant (junior grade), one assistant surgeon, one assistant engineer, each with rank of ensign, provided that the chief and assistant engineers shall not be nominated on the staff when and so long as one division of the battalion is organized as an engineer division. The enlisted men on the staff of the battalion shall be such petty officers and other enlisted men as the commander-in-chief may from time to time prescribe.

SEC. 5. Each division of the naval battalion shall consist of one lieutenant, who shall be designated chief of division, and who shall command the same; one lieutenant (junior grade), two ensigns, all nominated by the division, and not more than eighty-one nor less than thirty-six petty officers and other enlisted men. To each division of said battalion there shall be allowed such and so many petty officers as the commander-in-chief shall from time to time prescribe, which petty officers shall be nominated by the chief of division to the commander of said battalion, who shall appoint and issue warrants to the persons nominated when appointed by him, or order new nominations when disapproving. Enlisted men below the grade of petty

officers shall be rated by the chief of division in conformity with such regulations as may be prescribed by the commander-in-chief. The engineer division of the naval battalion now existing shall continue with the present organization until such time as the commander-in-chief shall determine that it may be disbanded or reorganized as a line division without impairment of the efficiency of the battalion.

SEC. 6. At least one member of every board convened jointly for the examinations of officers of the military and naval forces shall be an officer with naval rank.

SEC. 7. The quartermaster-general shall, upon due requisition therefor, approved by the adjutant-general, furnish the naval battalion, at the expense of the state, with suitable arms, uniforms, armories, rifle ranges, ammunition, state decorations for rifle and revolver practice, equipments, colors, camp equipments, and suitable equipments for the service allowed to be performed by the battalion afloat, and transportation from its armories to the place of parade, encampment, or rendezvous, and a battalion headquarters room for the same, for the safe keeping of the colors and other state property in charge of the commander of said battalion.

SEC. 8. The uniform of the naval battalion and the insignia and designation of grade and rank shall be prescribed by the commissioned officers and approved by the commander-in-chief, a sample of the uniform so prescribed being deposited with the quartermaster-general. The commander-in-chief; adjutant-general, quartermaster-general, and the commander of the naval battalion shall constitute a naval clothing board to receive proposals and award all contracts for uniforms which may be required for the use of the naval militia, which uniform shall be as prescribed and in accordance with samples furnished. All uniforms must be accepted by said board before being paid for by the quartermaster-general.

SEC. 9. At the discretion of the commander-in-chief the naval battalion shall parade for drill one day, annually, in May, by division or battalion, as ordered by the commander-in-chief, and shall annually encamp or rendezvous for drill and instruction not more than eight successive days between the tenth of July and the twentieth of October, as ordered by the commander-in-chief. During such drill, rendezvous, or encampment, said naval battalion shall be instructed as the commander-in-chief may direct, and shall be subject to the laws governing the active militia and the regulations prescribed for the naval militia. The duty required of the naval militia, by law, may be performed afloat or on land, either within or without the limits of the state, as directed by the commander-in-chief.

SEC. 10. The commander-in-chief may direct the commander of the naval battalion to order weekly evening drills by any division of the naval battalion, from November to June inclusive, or any part of such period, of not less than one hour each, and the commander shall inspect at least one evening drill of each division during said period, and for making such in-

spection shall receive his necessary traveling expenses, to be paid on his certificate, approved by the adjutant-general.

SEC. 11. Each commissioned officer of the naval battalion shall receive, for each day's service in complete uniform at the parades, encampments, or rendezvous authorized by law, the same pay allowed to an officer of like rank and grade in the navy of the United States; each seaman shall receive one dollar and fifty cents, each ordinary seaman one dollar and forty cents and each landsman one dollar and thirty cents for each day of like service. Other enlisted men of equal ratings shall receive the same pay as seamen, ordinary seamen, and landsmen. Each petty officer shall receive such pay, not exceeding one dollar per day additional to the pay of a seaman, as the commander-in-chief shall prescribe. Officers and enlisted men shall also receive rations or commutation therefor, as prescribed by the regulations of the United States navy. The commander of the battalion and the chiefs of the divisions each shall be allowed fifty dollars a year for the care of state property in his possession, to be paid by the quartermaster-general after the inspection, and subject to the deduction provided by law.

SEC. 12. The rank in this act is naval rank. The relative rank of naval and military officers of the Connecticut National Guard is as follows: Commander with lieutenant-colonel, lieutenant-commander with major, lieutenant with captain, lieutenant (junior grade) with first lieutenant, and ensign with second lieutenant. The relative position of enlisted men below the rating of petty officers in the naval battalion shall be that of private in the infantry or artillery, and the relative position of petty officers in the naval battalion and non-commissioned officers in the infantry or artillery shall be prescribed by the commander-in-chief.

SEC. 13. The commander-in-chief shall make and publish regulations for the government of the naval battalion, which regulations shall conform as nearly as practicable to those governing the United States navy. The members of each division may form themselves into an organization and make by-laws for its government, which shall be binding on its members when approved by the adjutant-general. All fines and dues imposed by such by-laws may be collected in the manner provided in section sixty-eight of chapter CCCXXXIII of the Public Acts of 1895, except that it shall be necessary to notify any delinquent of the incurrence of any fines or dues within one month of the date when the same were incurred, and notice may be given collectively of such fines and dues or both.

SEC. 14. The commander-in-chief is hereby authorized to apply to the President of the United States for the detail of commissioned and petty officers of the United States navy, to act as inspectors and instructors to the naval battalion in the art of naval warfare.

SEC. 15. The armories of the naval battalion shall be situated immediately on or near the navigable waters of the state, in such position as best to promote the efficiency of the service. The word "armory" as used

or applied in the laws relative to the Connecticut National Guard, and by this act made applicable to the naval battalion, shall be held to include a vessel while used only as an armory for the purpose of instruction, drill, or defense.

SEC. 16. All the laws relating to the Connecticut National Guard in force, and subject to the modifications of this act, shall apply to govern the naval militia, provided, that wherever in the militia law the regulations of the United States army concerning pay or otherwise are made applicable to the militia, such provision of law shall be construed as applying the regulations of the United States navy to the naval militia.

SEC. 17. Chapter CCCXIV of the Public Acts of 1895 and chapter CCXL of the Public Acts of 1897 are hereby repealed.

SEC. 18. This act shall take effect from its passage.

Approved June 20, 1899.

CHAPTER 101.

[The following becomes operative August 1, 1899.]

AN ACT CONCERNING ENROLLMENT OF THE MILITIA.

Be it enacted by the Senate and House of Representatives in General Assembly convened:

Whenever the adjutant-general shall be of the opinion that the enrollment lists of any town required to be made under the provisions of section eight of chapter CCCXXXIII of the Public Acts of 1895 are incorrect, he may upon not less than five days' notice to one of the selectmen of such town apply to any judge of the superior court for the appointment of one or more competent persons, residents of such town, to make a new enrollment list of such town, according to law, and such judge may forthwith appoint one or more such competent persons to make such new enrollment list within such time as such judge shall limit. The person or persons so appointed shall be sworn to the faithful performance of said duty, and shall make such new enrollment list within the time limited and return the same to said judge, and the same being by him approved shall be lodged with the town clerk of such town. And such enrollment list so made out and lodged shall be the legal enrollment list of such town for the year in which it shall be made, and shall be taken for such list by the selectmen of such town in laying the commutation tax in said town for said year as in said chapter provided, and for all the purposes of said chapter. The expenses of such new enrollment shall be approved by such judge and shall be paid by the town.

Approved May 11, 1899.

ADJUTANT-GENERAL'S REPORT.

II. In accordance with the militia law as amended by chapter 211 Public Acts, General Assembly, 1899, as published herein, the following named staff officer, naval battalion, being rendered supernumerary, is hereby honorably discharged from the military service of the state to date June 20, 1899: Lieutenant (junior grade) Nathaniel W. Bishop, ordnance officer.

By order of the Commander-in-Chief.

LOUIS N. VAN KEUREN,

OFFICIAL:

Adjutant-General.

WILLIAM E. F. LANDERS,

Assistant Adjutant-General.

STATE OF CONNECTICUT.

ADJUTANT-GENERAL'S OFFICE,

GENERAL ORDERS, }
No. 16. }

Hartford, July 20, 1899.

I. Commander Edward V. Reynolds, commanding Naval Battalion, Connecticut National Guard, is hereby directed to assemble his command at New Haven, Connecticut, August 16, 1899, at 9 o'clock, A. M., for eight days' duty on board the U. S. S. PRAIRIE, which has been designated by the Navy Department to be at New Haven, for purpose specified.

II. Commander Reynolds is instructed to submit to this office a plan for said duty, and on the completion of the same will forward to this office a detailed report.

III. The Quartermaster-General is directed to furnish necessary land and marine transportation upon approved requisitions from the commanding officers, including baggage, guns, ammunition, accoutrements, and such equipments as may be required.

IV. The Commissary-General will not furnish subsistence for the officers and seamen while performing duty mentioned, but in lieu thereof, thirty cents each will be allowed for a day's ration, and the same will be carried on the pay-roll.

V. Triplicate pay-rolls for duty will be made out strictly in accordance with law, and must be completed and signed on or before the last day of duty, one copy to be retained by the commanding officer, and two copies forwarded to this department within two days after the cruise.

By order of the Commander-in-Chief.

LOUIS N. VAN KEUREN,

OFFICIAL:

Adjutant-General.

WILLIAM E. F. LANDERS,

Assistant Adjutant-General.

STATE OF CONNECTICUT.

ADJUTANT-GENERAL'S OFFICE,

GENERAL ORDERS, }
 No. 17. }

Hartford, July 25, 1899.

I. Brigadier-General Russell Frost, commanding Brigade, Connecticut National Guard, is hereby directed to detail Major James K. Crofut, Brigade Commissary, to report to Brigadier-General Henry C. Morgan, Commissary-General, at the State Military Rendezvous, Niantic, Conn., Saturday, August 19, 1899, at 10 o'clock, A. M., for duty in the Subsistence Department. General Frost will also instruct the commandants of the several organizations in his command to order their cooks to report for duty to the Commissary-General at the same time and place. Upon arrival of the Brigade in camp, the officer detailed, and cooks, will report to their commanding officers. Pay will be allowed for this extra duty and can be carried upon the pay-roll.

II. No enlistment can be accepted into the Connecticut National Guard until approved by the Surgeon-General. The attention of enlisting officers is particularly called to this matter as several instances have occurred where medical examinations have been recommended by the Regimental or Post Surgeons, and reached this Department disapproved by the Surgeon-General.

III. The attention of commanding officers is called to Article VII, Par. 182, Law and Regulations, Connecticut National Guard, which reads as follows:—"Permission for the parade under arms, or with state property, of any portion of a battalion, regiment or signal corps, will be accorded by the commanding officer thereof, for the artillery by the brigadier-general, and for battalions, regiments, and signal corps, by the brigadier-general on approval of the commander-in-chief."

A strict observance of the foregoing regulation will be required.

By order of the Commander-in-chief.

LOUIS N. VAN KEUREN,

Adjutant-General.

OFFICIAL:

WILLIAM E. F. LANDERS,

Assistant Adjutant-General.

ADJUTANT-GENERAL'S REPORT.

STATE OF CONNECTICUT.

ADJUTANT-GENERAL'S OFFICE,

GENERAL ORDERS, }
 No. 18. }

Hartford, August 9, 1899.

I. Brigadier-General Russell Frost, commanding Brigade Connecticut National Guard, is hereby directed to order the commissioned officers detailed by him for the Commissary Department, and the regimental commissary-sergeants, to report to Brigadier-General Henry C. Morgan, Commissary-General, at the State Military Rendezvous, Niantic, Conn., Saturday, August 19, 1899, at ten o'clock, A. M. Pay will be allowed and carried on the pay-rolls. Upon arrival of the Brigade in camp the detail will report to their commanding officers. Cooks will be carried on the pay-rolls as privates and receive pay of corporals. Following the list of privates will be entered the second time, the name and rank of the enlisted men detailed as cooks with note opposite each name: "Detailed as cook."

II. The Quartermaster-General before transferring "Camp Lounsbury" to the Brigade Commander, Monday, August 21, 1899, will cause a complete inspection to be made of the canvas and tent floors and report to these headquarters the result of his inspection. On Saturday, August 26, 1899, General Frost will detail commissioned officers to make inspection of the same property, and if tent floors or canvas are found defaced or cut, the occupants of said quarters will be reported to the commandant of the organization where such damage is found, who is hereby ordered to deduct the amount of damage from the pay-roll of said organization, and report the names of the offenders to general headquarters for further consideration.

By order of the Commander-in-Chief.

LOUIS N. VAN KEUREN,

Adjutant-General.

OFFICIAL:

WILLIAM E. F. LANDERS,

Assistant Adjutant-General.

STATE OF CONNECTICUT.

ADJUTANT-GENERAL'S OFFICE,

GENERAL ORDERS, }
No. 19.

Hartford, August 18, 1899.

I. General Headquarters will be at Camp Lounsbury, State Military Rendezvous, Niantic, Conn., from August 21-26 inclusive, where all correspondence during that time will be addressed.

II. Officers on the retired list are hereby reminded that, in accordance with Sec. 82, Chapter CCCXXXIII, Militia Law, they are entitled to wear the uniform of the rank on which they were retired.

III. Changes as follows in the commissioned officers of the Connecticut National Guard have occurred since December 30, 1898:

RESIGNED AND DISCHARGED.

BRIGADE STAFF.

Captain Howard A. Giddings, Brigade Signal Officer,	March	1, 1899.
Captain Walter G. Penfield, Aide-de-Camp,	April	21, 1899.
Major Henry S. Terrell, Brigade Inspector,	August	1, 1899.

BATTERY A.

Second Lieutenant J. Arthur Honce, First Platoon,	March	9, 1899.
---	-------	----------

FIRST REGIMENT.

First Lieutenant Louis V. Schutz, Company D,	March	2, 1899.
Colonel Charles L. Burdett,	May	19, 1899.
First Lieutenant Richard S. Griswold, Assistant Surgeon,	May	19, 1899.
Captain Arthur H. Bronson, Regimental Adjutant,	June	19, 1899.
First Lieutenant Robert L. Beebe, Paymaster,	June	23, 1899.
Chaplain Henry H. Kelsey,	June	28, 1899.
First Lieutenant Frank E. Shea, Company B,	July	10, 1899.
First Lieutenant Albert L. Pope, Quartermaster,	July	14, 1899.
Lieutenant-Colonel John Hickey	July	29, 1899.

ADJUTANT-GENERAL'S REPORT.

SECOND REGIMENT.

First Lieutenant August H. Molen, Company B,	January	7, 1899.
First Lieutenant Bernard J. Dillon, Quartermaster,	January	27, 1899.
Chaplain Asher Anderson,	April	21, 1899.
First Lieutenant William M. Kenna, Company C,	May	5, 1899.
First Lieutenant Fred E. Blake, Company K,	June	12, 1899.

THIRD REGIMENT.

Captain Eugene T. Kirkland, Company I,	March	1, 1899.
Second Lieutenant Charles P. Kirkland, Company D,	March	1, 1899.
Captain Roswell D. Trimble, Regimental Adjutant,	March	24, 1899.
Second Lieutenant Carey Congdon, Company I,	April	6, 1899.
Colonel Augustus C. Tyler,	April	14, 1899.
First Lieutenant Harry E. Comstock, Company C,	April	21, 1899.
Captain Charles A. Hagberg, Company C,	May	5, 1899.
Captain Cornelius Bransfield, Company B,	May	8, 1899.
Second Lieutenant Isaac F. Gavitt, Company B,	May	8, 1899.
First Lieutenant Edward T. Drea, Co. A,	May	9, 1899.
First Lieutenant William B. Coit, Paymaster,	May	17, 1899.
First Lieutenant David Flagg, Battalion Adjutant,	May	29, 1899.
Second Lieutenant Frank Q. Smith, Company C,	May	31, 1899.
Second Lieutenant Edward H. Corcoran, Company A,	June	6, 1899.
Second Lieutenant Clarence E. Young, Company F,	June	9, 1899.
Captain Giles Bishop, Jr., Company I,	June	22, 1899.
First Lieutenant Harris Pendleton, Jr., Battalion Adjutant,	June	22, 1899.
Second Lieutenant Michael Cronin, Company E,	July	7, 1899.
Captain Harry E. Comstock, Company C,	August	1, 1899.
First Lieutenant Dennis F. Connell,	August	18, 1899.

FOURTH REGIMENT.

Captain Reuben M. Rose, Company F,	March	29, 1899.
First Lieutenant Francis S. Hubbard, Company I,	June	1, 1899.
Captain Philip W. Prior, Company C,	June	1, 1899.
Second Lieutenant Frederick G. C. Smith, Company C,	June	1, 1899.
Captain Francis V. Gilhuley, Regimental Adjutant,	June	2, 1899.
First Lieutenant Charles H. Oakes, Company D,	June	10, 1899.
First Lieutenant Harris F. Brownlee, Assistant Surgeon,	June	20, 1899.
Second Lieutenant William A. Evans, Company K,	July	6, 1899.

BRIGADE SIGNAL CORPS.

First Lieutenant Edwin W. Challenger, Fourth Section,	January	2, 1899.
First Lieutenant Irving L. Wiltsie, First Section,	June	15, 1899.

MACHINE-GUN BATTERY.

First Lieutenant William H. Siebs, Fourth Section,	June	26, 1899.
--	------	-----------

NAVAL BATTALION.

Ensign Lauriston F. L. Pynchon, Second Division,	January	6, 1899.
Ensign Stephen D. Baker, First Division,	March	16, 1899.
Lieutenant Felton Parker, Second Division,	April	24, 1899.
Lieutenant William W. Hawkes, Surgeon,	May	25, 1899.

HONORABLY DISCHARGED.

(By reason of appointment in U. S. Army.)

FIRST REGIMENT.

First Lieutenant G. Arthur Hadsell, Company E,	June	28, 1899.
--	------	-----------

THIRD REGIMENT.

Captain Benjamin Stark, Jr., Inspector Small Arms Practice,	August	5, 1899.
---	--------	----------

DISCHARGED BY DISBANDMENT OF COMPANY.

Captain Daniel S. Lathrop, First Separate Company,	July	3, 1899.
First Lieutenant Daniel Tilghman, First Separate Company,	July	3, 1899.
Second Lieutenant Lewis P. Wood, First Separate Company,	July	3, 1899.

APPOINTMENT REVOKED AND DISCHARGED.

FIRST REGIMENT.

Captain William J. Rawlings, Company I,	April	21, 1899.
Captain Abraham L. Hauerwas, Company E,	April	21, 1899.
Second Lieutenant George M. Mycroft, Company E,	April	21, 1899.
Second Lieutenant Frank D. Clark, Company I,	April	21, 1899.

SECOND REGIMENT.

Second Lieutenant Bernard Trautman, Company B,	April	21, 1899.
Second Lieutenant John H. Shaw, Company E,	April	21, 1899.

ADJUTANT-GENERAL'S REPORT.

FOURTH REGIMENT.

Captain Fred J. Breckbill, Company K,	April	21, 1899.
Second Lieutenant Charles Pennington, Company D,	April	21, 1899.

RETIRED.

BATTERY A.

Captain Barlow S. Honce,	January	6, 1899.
--------------------------	---------	----------

FIRST REGIMENT.

First Lieutenant Frederick W. Chapman, Company C,	February	4, 1899.
Captain Charles W. Newton, Company F,	February	23, 1899.
Captain Henry H. Saunders, Company K,	March	1, 1899.
First Lieutenant Edward H. Waterman, Company K,	March	1, 1899.
First Lieutenant Lewis J. Doolittle, Company G,	May	8, 1899.
Captain J. Paul Haun, Company C,	June	8, 1899.

SECOND REGIMENT.

Captain Alfred J. Wolff, Company G,	January	25, 1899.
Captain Arthur B. Smith, Company D,	February	2, 1899.

THIRD REGIMENT.

Major Julian La Pierre, Surgeon,	May	5, 1899.
----------------------------------	-----	----------

NAVAL BATTALION.

Lieutenant Daniel M. Goodridge,	March	21, 1899.
---------------------------------	-------	-----------

PROMOTED AND APPOINTED.

BRIGADE STAFF.

Second Lieutenant Walter G. Penfield, Company D, Second Regiment, of New Haven, appointed Aide-de-Camp, with rank of Captain, from December 31, 1898, *vice* Mitchell, promoted.

First Lieutenant William F. M. Rogers, Third Section, Brigade Signal Corps, of New London, appointed Brigade Signal Officer, with rank of Captain, from March 2, 1899, *vice* Giddings, resigned.

Captain Robert G. Mitchell, Company D, Fourth Regiment, of South Norwalk, appointed Aide-de-Camp, with rank of Captain, from June 8, 1899, *vice* Penfield, resigned.

Frederick A. Hill, of Norwalk, appointed Aide-de-Camp, with rank of Captain, from June 27, 1899, *vice* Fuller, promoted.

Howard A. Giddings, of Hartford, appointed Brigade Inspector, with rank of Major, from August 1, 1899, *vice* Terrell, resigned.

BATTERY A.

Sergeant Alton Spencer, of Guilford, appointed First Lieutenant, First Platoon, with rank from December 28, 1898, *vice* Weston, resigned.

First Lieutenant William J. O'Brien, Second Platoon, of Branford, appointed Captain, with rank from January 14, 1899, *vice* Honce, retired.

Second Lieutenant John F. Kinney, of Branford, appointed First Lieutenant, Second Platoon, with rank from February 9, 1899, *vice* O'Brien, promoted.

Corporal George C. Walsh, of Branford, appointed Second Lieutenant, Second Platoon, with rank from February 9, 1899, *vice* Kinney, promoted.

Corporal John S. Dailey, of Guilford, appointed Second Lieutenant, First Platoon, with rank from July 14, 1899, *vice* Honce, resigned.

FIRST REGIMENT.

First Lieutenant J. Paul Haun, of Rockville, appointed Captain, Company C, with rank from December 28, 1898, *vice* Laubscher, retired.

Second Lieutenant Frederick W. Chapman, of Rockville, appointed First Lieutenant, Company C, with rank from December 28, 1898, *vice* Haun, promoted.

First Sergeant James H. Barnett, of Rockville, appointed Second Lieutenant, Company C, with rank from December 28, 1898, *vice* Chapman, promoted.

First Lieutenant John Davenport Cheney, of South Manchester, appointed Captain, Company G, with rank from January 2, 1899, *vice* Nichols, resigned.

Second Lieutenant Lewis J. Doolittle, of Hartford, appointed First Lieutenant, Company G, with rank from January 2, 1899, *vice* Cheney, promoted.

Corporal John Connelly, Jr., of Manchester, appointed Second Lieutenant, Company G, with rank from January 2, 1899, *vice* Doolittle, promoted.

First Lieutenant William J. Rawlings, of New Britain, appointed Captain, Company I, with rank from January 18, 1899, *vice* Moore, resigned.

Second Lieutenant Samuel E. Magson, of New Britain, appointed First Lieutenant, Company I, with rank from January 18, 1899, *vice* Rawlings, promoted.

Sergeant Frank D. Clark, of New Britain, appointed Second Lieutenant, Company I, with rank from January 18, 1899, *vice* Magson, promoted.

Major John Hickey, of South Manchester, appointed Lieutenant-Colonel, with rank from January 28, 1899, *vice* Redfield, resigned.

Charles H. Moore, of New Britain, appointed Major, with rank from January 28, 1899, *vice* Hickey, promoted.

Second Lieutenant James H. Barnett, of Rockville, appointed First Lieutenant, Company C, with rank from February 27, 1899, *vice* Chapman, retired.

Sergeant Charles B. Milne, of Rockville, appointed Second Lieutenant, Company C, with rank from February 27, 1899, *vice* Barnett, promoted.

First Lieutenant George W. Ripley, of East Hartford, appointed Captain, Company F, with rank from March 6, 1899, *vice* Newton, retired.

Sergeant William H. Talcott, of Hartford, appointed First Lieutenant, Company F, with rank from March 6, 1899, *vice* Ripley, promoted.

Second Lieutenant Nathaniel G. Valentine, of Hartford, appointed Captain, Company K, with rank from March 9, 1899, *vice* Saunders, retired.

Sergeant Richard W. DeLamater, of Hartford, appointed First Lieutenant, Company K, with rank from March 9, 1899, *vice* Waterman, retired.

Sergeant Henry T. Holt, of Hartford, appointed Second Lieutenant, Company K, with rank from March 9, 1899, *vice* Valentine, promoted.

Quartermaster-Sergeant Robert L. Beebe, of Hartford, appointed Paymaster, with rank of First Lieutenant from March 4, 1899, *vice* Keeney, resigned.

Sergeant William B. Mortague, of New Britain, appointed Second Lieutenant, Company I, with rank from May 3, 1899, *vice* Clark, discharged.

Second Lieutenant John Connelly, Jr., of Manchester, appointed First Lieutenant, Company G, with rank from May 29, 1899, *vice* Doolittle, retired.

Corporal William F. Madden, of South Manchester, appointed Second Lieutenant, Company G, with rank from May 29, 1899, *vice* Connelly, Jr., promoted.

Major Edward Schulze, of Hartford, appointed Colonel, with rank from June 3, 1899, *vice* Burdett, resigned.

Captain James C. Bailey, Company A, of Hartford, appointed Major, with rank from June 3, 1899, *vice* Schulze, promoted.

First Lieutenant Frank E. Johnson, Battalion Adjutant, of Hartford, appointed Regimental Adjutant, with rank of Captain, from June 20, 1899, *vice* Bronson, resigned.

Quartermaster-Sergeant Albert C. Bill, Non-Commissioned Staff, of Hartford, appointed Paymaster, with rank of First Lieutenant, from June 23, 1899, *vice* Beebe, resigned.

John B. McCook, of Hartford, appointed Assistant Surgeon, with rank of First Lieutenant, from June 23, 1899, *vice* Griswold, resigned.

First Lieutenant James H. Barnett, of Rockville, appointed Captain, Company C, with rank from June 16, 1899, *vice* Haun, retired.

Second Lieutenant Charles B. Milne, of Rockville, appointed First Lieutenant, Company C, with rank from June 16, 1899, *vice* Barnett, promoted.

First Sergeant Arthur W. Gygell, of Rockville, appointed Second Lieutenant, Company C, with rank from June 16, 1899, *vice* Milne, promoted.

Russell T. Hall, of New Britain, appointed Chaplain, with rank from July 1, 1899, *vice* Kelsey, resigned.

Robert L. Beebe, of Hartford, appointed Battalion Adjutant, with rank of First Lieutenant, from July 1, 1899, *vice* Johnson, promoted.

Second Lieutenant Charles F. Wolf, of Hartford, appointed Captain, Company A, with rank from June 29, 1899, *vice* Bailey, promoted.

Sergeant William H. Leslie, of Hartford, appointed Second Lieutenant, Company A, with rank from June 29, 1899, *vice* Wolf, promoted.

First Lieutenant Samuel E. Magson, of New Britain, appointed Captain, Company I, with rank from July 5, 1899, *vice* Rawlings, discharged.

Sergeant Alfred H. Griswold, of New Britain, appointed First Lieutenant, Company I, with rank from July 5, 1899, *vice* Magson, promoted.

First Lieutenant Albert C. Bill, Paymaster, of Hartford, appointed Quartermaster, with rank of First Lieutenant, from July 15, 1899, *vice* Pope, resigned.

Edgar L. Smith, of Hartford, appointed Paymaster, with rank of First Lieutenant, from July 16, 1899, *vice* Bill, promoted.

Captain William W. Bullen (retired), of Plainville, appointed Captain, Company E, with rank from July 17, 1899, *vice* Hauerwas, discharged.

Second Lieutenant Frank H. Smith, Company F, of New Britain, appointed First Lieutenant, Company E, with rank from July 17, 1899, *vice* Hadsell, discharged.

William H. Scheuy, of New Britain, appointed Second Lieutenant, Company E, with rank from July 17, 1899, *vice* Mycroft, discharged.

Second Lieutenant Patrick A. Farrell, of Hartford, appointed First Lieutenant, Company B, with rank from July 25, 1899, *vice* Shea, resigned.

Sergeant George W. Covey, of Hartford, appointed Second Lieutenant, Company B, with rank from July 25, 1899, *vice* Farrell, promoted.

Major Charles H. Moore, of New Britain, appointed Lieutenant-Colonel, with rank from August 3, 1899, *vice* Hickey, resigned.

Captain John F. Moran, Company B, of Hartford, appointed Major, with rank from August 3, 1899, *vice* Moore, promoted.

SECOND REGIMENT.

Second Lieutenant Frank Pauly, of New Haven, appointed First Lieutenant, Company B, with rank from January 19, 1899, *vice* Molen, resigned.

Sergeant Bernard Trautman, of New Haven, appointed Second Lieutenant, Company B, with rank from January 19, 1899, *vice* Pauly, promoted.

Private Matthew A. Reynolds, Company C, of New Haven, appointed Quartermaster, with rank of First Lieutenant, from February 17, 1899, *vice* Dillon, resigned.

First Lieutenant Daniel E. Fitzpatrick, of Waterbury, appointed Captain, Company G, with rank from February 3, 1899, *vice* Wolff, retired.

Second Lieutenant Patrick Halpin, of Waterbury, appointed First Lieutenant, Company G, with rank from February 3, 1899, *vice* Fitzpatrick, promoted.

First Sergeant Thomas F. Hallinan, of Waterbury, appointed Second Lieutenant, Company G, with rank from February 3, 1899, *vice* Halpin, promoted.

First Sergeant Frederick Druehl, of New Haven, appointed Second Lieutenant, Company B, with rank from May 4, 1899, *vice* Trautman, discharged.

Second Lieutenant Edward G. Laflin, of New Haven, appointed First Lieutenant, Company C, with rank from May 11, 1899, *vice* Kenna, resigned.

Sergeant William B. Spencer, of New Haven, appointed Second Lieutenant, Company C, with rank from May 11, 1899, *vice* Laflin, promoted.

Private John Q. Tilson, Company F, of New Haven, appointed Captain, Company D, with rank from May 18, 1899, *vice* Smith, retired.

First Sergeant Alfred Husted, Company F, of New Haven, appointed Second Lieutenant, Company E, with rank from May 24, 1899, *vice* Shaw, discharged.

Private Charles Theodore Gruener, Company F, of New Haven, appointed Second Lieutenant, Company D, with rank from June 1, 1899, *vice* Penfield, promoted.

George W. Phillips, of New Haven, appointed Chaplain, with rank from May 30, 1899, *vice* Anderson, resigned.

Second Lieutenant George C. Abbott, of Wallingford, appointed First Lieutenant, Company K, with rank from June 20, 1899, *vice* Blake, resigned.

First Sergeant Charles M. Allen, of Wallingford, appointed Second Lieutenant, Company K, with rank from June 20, 1899, *vice* Abbott, promoted.

Second Lieutenant Charles Theodore Gruener, of New Haven, appointed First Lieutenant, Company D, with rank from July 6, 1899, *vice* Hotchkiss, promoted.

Ernest L. Isbell, of New Haven, appointed Second Lieutenant, Company D, with rank from July 6, 1899, *vice* Gruener, promoted.

THIRD REGIMENT.

Brigadier-General George Haven, Adjutant-General (retired), of New London, appointed Colonel, with rank from May 2, 1899, *vice* Tyler, resigned.

Major Henry J. Thayer, of Putnam, appointed Lieutenant-Colonel, with rank from May 2, 1899, *vice* Cole, retired.

Captain Henry S. Dorsey, Company A, of New London, appointed Major, with rank from May 2, 1899, *vice* Keleher, retired.

Captain William H. Hamilton, Company F, of Danielson, appointed Major, with rank from May 2, 1899, *vice* Thayer, promoted.

Frank V. Chappell, of New London, appointed Regimental Adjutant, with rank of Captain, from May 15, 1899, *vice* Trimble, resigned.

First Sergeant Harris Pendleton, Jr., Company I, of New London, appointed Battalion Adjutant, with rank of First Lieutenant, from May 15, 1899, *vice* Conner, promoted.

Walter Fitzmaurice, of New London, appointed Paymaster, with rank of First Lieutenant, from May 17, 1899, *vice* Coit, resigned.

First Lieutenant Hiram B. Thomson, Assistant Surgeon, of New London, appointed Surgeon, with rank of Major, from May 15, 1899, *vice* LaPierre, retired.

First Lieutenant James Cochrane, of Willimantic, appointed Captain, Company E, with rank from May 11, 1899, *vice* Flynn, resigned.

First Sergeant William Kelley, of Willimantic, appointed First Lieutenant, Company E, with rank from May 11, 1899, *vice* Cochrane, promoted.

Sergeant Hubert W. Ryan, of New London, appointed First Lieutenant, Company A, with rank from May 15, 1899, *vice* Drea, resigned.

First Lieutenant Charles E. Richardson, Company G, of Putnam, appointed Battalion Adjutant, with rank of First Lieutenant, from May 29, 1899, *vice* Flagg, resigned.

First Lieutenant John F. Murphy, of Stonington, appointed Captain, Company B, with rank from May 16, 1899, *vice* Bransfield, resigned.

Private Dennis F. Connell, of Stonington, appointed First Lieutenant, Company B, with rank from May 16, 1899, *vice* Murphy, promoted.

Corporal Joseph Herbst, of Stonington, appointed Second Lieutenant, Company B, with rank from May 16, 1899, *vice* Gavitt, resigned.

Harry E. Comstock, of Norwich, appointed Captain, Company C, with rank from May 16, 1899, *vice* Hagberg, resigned.

Corporal Henry H. Morrell, of Norwich, appointed First Lieutenant, Company C, with rank from May 16, 1899, *vice* Comstock, resigned.

Sergeant John J. Lawless, of New London, appointed Captain, Company A, with rank from May 22, 1899, *vice* Dorsey, promoted.

Corporal Giles Bishop, Jr., of New London, appointed Captain, Company I, with rank from May 24, 1899, *vice* Kirkland, resigned.

Sergeant Richard B. Smith, of New London, appointed Second Lieutenant, Company I, with rank from May 24, 1899, *vice* Congdon, resigned.

First Lieutenant Kent A. Darbie, of Danielson, appointed Captain, Company F, with rank from May 23, 1899, *vice* Hamilton, promoted.

ADJUTANT-GENERAL'S REPORT.

Corporal Frank E. Young, of Danielson, appointed First Lieutenant, Company F, with rank from May 23, 1899, *vice* Darbie, promoted.

Sergeant Charles A. Polsten, of Norwich, appointed Second Lieutenant, Company C, with rank from June 6, 1899, *vice* Smith, resigned.

Second Lieutenant Everett M. Carver, of Putnam, appointed First Lieutenant, Company G, with rank from June 8, 1899, *vice* Richardson, resigned.

First Sergeant George L. Wilbur, of Putnam, appointed Second Lieutenant, Company G, with rank from June 8, 1899, *vice* Carver, promoted.

Andrew C. Racine, of Killingly, appointed Second Lieutenant, Company F, with rank from June 20, 1899, *vice* Young, resigned.

Corporal Sidney E. Morton, of New London, appointed Second Lieutenant, Company A, with rank from June 21, 1899, *vice* Corcoran, promoted.

Corporal Jeremiah J. Murphy, of New London, appointed Captain, Company I, with rank from July 3, 1899, *vice* Bishop, Jr., resigned.

John A. Prince, of New London, appointed Battalion Adjutant, with rank of First Lieutenant, from July 20, 1899, *vice* Pendleton, resigned.

William M. Stark, of New London, appointed Inspector Small Arms Practice, with rank of Captain, from August 5, 1899, *vice* Stark, Jr., discharged.

Sergeant Jean B. Paulhus, of Willimantic, appointed Second Lieutenant, Company E, with rank from July 20, 1899, *vice* Cronin, resigned.

FOURTH REGIMENT.

Lieutenant-Colonel Charles W. Hendrie, of Stamford, appointed Colonel, with rank from April 27, 1899, *vice* Sheridan, resigned.

Major Merritt F. White, of Bridgeport, appointed Lieutenant-Colonel, with rank from April 27, 1899, *vice* Hendrie, promoted.

Captain William Houlihan, Company B, of Bridgeport, appointed Major, with rank from April 27, 1899, *vice* White, promoted.

Second Lieutenant William I. Comstock, of Norwalk, appointed Captain, Company F, with rank from May 16, 1899, *vice* Rose, resigned.

Corporal Howard J. Bloomer, of Norwalk, appointed Second Lieutenant, Company F, with rank from May 16, 1899, *vice* Comstock, promoted.

First Lieutenant George D. Shelton, of Bridgeport, appointed Captain, Company B, with rank from May 16, 1899, *vice* Houlihan, promoted.

Second Lieutenant James J. Halligan, of Bridgeport, appointed First Lieutenant, Company B, with rank from May 16, 1899, *vice* Shelton, promoted.

First Sergeant John J. McBride, of Bridgeport, appointed Second Lieutenant, Company B, with rank from May 16, 1899, *vice* Halligan, promoted.

Frank R. Coates, of Stamford, appointed Regimental Adjutant, with rank of Captain from June 20, 1899, *vice* Gilhuley, resigned.

Frederick Schavoir, of Stamford, appointed Assistant Surgeon, with rank of First Lieutenant from June 20, 1899, *vice* Brownlee, resigned.

George W. Lee, of Winsted, appointed Second Lieutenant, Company I, with rank from June 10, 1899, *vice* Walker, resigned.

Second Lieutenant George W. Lee, of Winsted, appointed First Lieutenant, Company I, with rank from July 6, 1899, *vice* Hubbard, resigned.

Joseph L. Carroll, of Winsted, appointed Second Lieutenant, Company I, with rank from July 6, 1899, *vice* Lee, promoted.

Private John P. Flanagan, of Bridgeport, appointed First Lieutenant, Company K, with rank from July 18, 1899, *vice* Bennett, resigned.

First Sergeant Louis J. Herrmann, of Bridgeport, appointed Second Lieutenant, Company K, with rank from July 18, 1899, *vice* Evans, resigned.

First Lieutenant Stephen P. Cronan, Battalion Adjutant, of Bridgeport, appointed Captain, Company K, with rank from July 25, 1899, *vice* Breckbill, discharged.

Battalion Sergeant-Major Robert N. Burroughs, of Bridgeport, appointed Battalion Adjutant, with rank of First Lieutenant from August 8, 1899, *vice* Cronan, promoted.

Second Lieutenant Howard J. Bloomer, Company F, of Norwalk, appointed Captain, Company D, with rank from August 4, 1899, *vice* Mitchell, promoted.

Edward P. Weed, of Norwalk, appointed First Lieutenant, Company D, with rank from August 4, 1899, *vice* Oakes, resigned.

George L. Woodward, of Norwalk, appointed Second Lieutenant, Company D, with rank from August 4, 1899, *vice* Pennington, discharged.

BRIGADE SIGNAL CORPS.

Sergeant Irving L. Wiltsie, of Hartford, appointed First Lieutenant, First Section, with rank from February 7, 1899, *vice* Fairfield, deceased.

Private Samuel A. Gager, of New London, appointed First Lieutenant, Third Section, with rank from March 23, 1899, *vice* Rogers, promoted.

Private William Lounsbury, of Bridgeport, appointed First Lieutenant, Fourth Section, with rank from May 31, 1899, *vice* Challenger, resigned.

ADJUTANT-GENERAL'S REPORT.

First Lieutenant Earl H. Hotchkiss, Company D, Second Regiment, of New Haven, appointed First Lieutenant, Second Section, with rank from June 12, 1899, *vice* Broatch, resigned.

Private Thomas C. B. Snell, of Hartford, appointed First Lieutenant, First Section, with rank from June 22, 1899, *vice* Wiltzie, resigned.

MACHINE-GUN BATTERY.

Sergeant Thomas H. Cone, of Bridgeport, appointed First Lieutenant, Fourth Section, with rank from July 14, 1899, *vice* Siebs, resigned.

NAVAL BATTALION.

Seaman Forrest Shepherd, of Hartford, appointed Ensign, Second Division, with rank from January 31, 1899, *vice* Pynchon, resigned.

Lieutenant (Junior Grade) Hermann F. Cuntz, Second Division, of Hartford, appointed Lieutenant, with rank from March 31, 1899, *vice* Goodridge, retired.

Gunner's Mate First Class, Andrew A. Russell, of New Haven, appointed Ensign, First Division, with rank from April 7, 1899, *vice* Baker, resigned.

Ensign Lyman Root, of Hartford, appointed Lieutenant, Second Division, with rank from May 3, 1899, *vice* Parker, resigned.

Ensign Forrest Shepherd, of Hartford, appointed Lieutenant (Junior Grade), Second Division, with rank from May 3, 1899, *vice* Cuntz, promoted.

Quartermaster Second Class Fred E. Bosworth, of Hartford, appointed Ensign, Second Division, with rank from May 3, 1899, *vice* Root, promoted.

Seaman James Ward McManus, of Hartford, appointed Ensign, Second Division, with rank from May 3, 1899, *vice* Shepherd, promoted.

Ensign Levi Bennett Cochran, Assistant Surgeon, of Hartford, appointed Surgeon, with rank of Lieutenant, from July 22, 1899, *vice* Hawkes, resigned.

David M. Trecartin, of Bridgeport, appointed Assistant Surgeon, with rank of Ensign, from July 22, 1899, *vice* Cochran, promoted.

Nathaniel W. Bishop, of Bridgeport, appointed Lieutenant, Third Division, with rank from July 10, 1899; original appointment.

J. Robert Smith, of Bridgeport, appointed Lieutenant (Junior Grade), Third Division, with rank from July 10, 1899; original appointment.

Seaman Charles A. Smith, of Bridgeport, appointed Ensign, Third Division, with rank from July 10, 1899; original appointment.

Seaman Frederick A. Bartlett, of Bridgeport, appointed Ensign, Third Division, with rank from July 10, 1899; original appointment.

IV

RETIRED OFFICERS.

STAFF OF COMMANDER-IN-CHIEF.

Brigadier-General George Haven, Adjutant-General, New London.

Colonel James B. Houston, Aide-de-Camp, Thompsonville.

Colonel Henry C. Morgan, Assistant Quartermaster-General, Colchester.

BRIGADE STAFF.

Major Phineas H. Ingalls, Brigade Inspector, Hartford.

FIRST REGIMENT.

Lieutenant-Colonel Alfred L. Thompson, New Britain.

V. Major William H. Holly (retired), of Stamford, has been detailed to command Company C, Fourth Regiment, Connecticut National Guard, until further orders.

VI. Private Thomas H. Gorman, Company D, Fourth Regiment, Connecticut National Guard, has been discharged from the military service of the State for the benefit of the service in accordance with sentence of Field Officers' Court-martial.

Private Benjamin McCryne, Company D, Fourth Regiment, Connecticut National Guard, has been dishonorably discharged from the military service of the State in accordance with sentence of Field Officers' Court-martial.

By order of the Commander-in-Chief,

LOUIS N. VAN KEUREN,

OFFICIAL :

Adjutant-General.

WILLIAM E. F. LANDERS,

Assistant Adjutant-General.

STATE OF CONNECTICUT.

ADJUTANT-GENERAL'S OFFICE,

GENERAL ORDERS, }

Hartford, August 30, 1899.

No. 20. }

The time limit of applications for discharge from the Connecticut National Guard by reason of service in the Spanish-American war, having in the opinion of this department been sufficiently ample, paragraph VI, G. O. No. 23, A.-G. O., Nov. 30, 1898, paragraph III, G. O. No. 26, A.-G. O., December 31, 1898, and paragraph VI, G. O. No. 7, A.-G. O., c. s., in relation to said applications are rescinded from this date.

By order of the Commander-in-Chief.

LOUIS N. VAN KEUREN,

OFFICIAL :

Adjutant-General.

WILLIAM E. F. LANDERS,

Assistant Adjutant-General.

STATE OF CONNECTICUT.

ADJUTANT-GENERAL'S OFFICE,

GENERAL ORDERS, }
No. 21. }

Hartford, September 22, 1899.

I. A State Rifle Match for teams from each regiment and other organizations of the Connecticut National Guard will take place at the Rifle Range, State Military Rendezvous, Niantic, Connecticut, Tuesday, October 3, 1899.

II. Two trophies are hereby offered by the State for competition by teams from each organization of the Connecticut National Guard, as above. The first prize to the team making the highest aggregate score at 200 and 500 yards, the second prize to the team making the next highest aggregate score. Each prize to be competed for annually, and to be held for one year by the organization represented by the winning team, and when either trophy has been won three times by the team from one organization, it will become the property of that organization. State medals will be issued to individual members of the team winning the first prize and their names will be published in orders.

The present status of the prizes is as follows :

First prize — Bronze bust of Ex-Governor Luzon B. Morris, won by the First Regiment, 1894 ; Third Regiment, 1895 ; Second Regiment, 1896 ; and Third Regiment, 1897. Second prize — Silver loving cup, won by the Third Regiment, 1894 ; Second Regiment, 1895 ; Third Regiment, 1896 ; and Second Regiment, 1897.

III. Colonel Lucien F. Burpee, commanding Brigade Connecticut National Guard, will arrange the details for the guidance of contestants, covering conditions of the match, size of teams, and detail from the Brigade Staff such officers to conduct the match as in his judgment is necessary. Traveling and hotel expenses only will be allowed such officers as may be detailed. He will also make report of the match in detail to this office.

IV. The Quartermaster-General will issue, upon approved requisition, the ammunition, targets, patches, and pay for necessary official scorers and markers.

V. Enlisting officers are hereby directed to govern themselves in regard to enlistment papers of recruits as follows : The regimental surgeons or post surgeons after making the medical examinations will forward their reports to Brigadier-General J. Francis Calef, Surgeon-General, Middletown, Conn., who will endorse and return them through the examining surgeons to the enlisting officer ; the enlisting officer upon receipt of same will attach the report to the enlistment paper and forward both to this department through Regimental Headquarters.

VI. The Commander-in-Chief congratulates the officers and enlisted men of the Brigade, Connecticut National Guard, upon the successful tour of duty performed at "Camp Lounsbury," State Military Rendezvous, Niantic, Conn., August 21-26 ultimo, inclusive. It was quite evident to all that duty was the paramount feature of the week and to that end "Camp Lounsbury" was a veritable school of instruction. It was noted as one of the natural results of the work performed, that a remarkable degree of quietude prevailed after taps were sounded. In view of the fact that seventy-five per cent. of the commissioned officers were appointed since January, 1899, and a large percentage of the whole Guard were comparatively new men, it was a gratifying surprise that the Brigade appeared in such good condition in the matter of drill, discipline, and efficiency. To this may be added the highest commendation of the manner in which the troops adapted themselves to the new orders of drawing and cooking their own rations.

The object of the National Guard encampments is to educate the troops in the practical duties of the soldier so that in case of an emergency the different organizations can take the field properly uniformed, armed, and equipped, and if necessary be assimilated with the regular army.

The success of "Camp Lounsbury" is a matter of record as well as pride to all, indicating as it does a feeling and desire on the part of the citizen soldier to perform his duties in such a manner as to reflect credit upon the State as well as himself, thereby rendering a service that will be ample compensation for the very liberal allowance made by the General Assembly for military purposes.

By order of the Commander-in-Chief.

LOUIS N. VAN KEUREN,
Adjutant-General.

OFFICIAL :

WILLIAM E. F. LANDERS,
Assistant Adjutant-General.

Important Special Orders.

STATE OF CONNECTICUT.

SPECIAL ORDERS, }
No. 174. }

ADJUTANT-GENERAL'S OFFICE,
HARTFORD, October 10, 1898.

Promotions and appointments are hereby made in the CONNECTICUT VOLUNTEERS as follows:—

Third Regiment, Infantry.

COMPANY E.

First Lieutenant James Cochrane to be Captain *vice* Flynn resigned.

Second Lieutenant Harris Pendleton, Jr., Company M, to be First Lieutenant *vice* Cochrane promoted.

Corporal G. Foster Sanford, Battery A, Light, First Regiment, Connecticut Volunteers, Artillery, of Woodmont, to be Second Lieutenant *vice* Cronin resigned:— all with rank from October 10, 1898.

COMPANY F.

Sergeant David C. Twichell, Battery A, Light, First Regiment, Connecticut Volunteers, Artillery, of Hartford, to be Second Lieutenant with rank from October 10, 1898, *vice* Young promoted.

COMPANY H.

Second Lieutenant Clarence E. Young, Company F, to be First Lieutenant with rank from October 10, 1898, *vice* Utley resigned.

COMPANY M.

First Sergeant Thomas H. Jennings Company I, of New London, to be Second Lieutenant with rank from October 10, 1898, *vice* Pendleton promoted.

By order of the Commander-in-Chief.

GEORGE HAVEN,

Adjutant-General.

STATE OF CONNECTICUT.

SPECIAL ORDERS, }
No. 175. }

ADJUTANT-GENERAL'S OFFICE,
HARTFORD, October 10, 1898.

I. The Commanding officers of the Governor's Guard (First and Second Foot and Horse) are hereby directed to assemble said commands in their respective towns for one day's drill and parade on such date as they may determine, on or before the 31st instant, forwarding to this office a copy of their Company order designating the date of parade when issued.

By order of the Commander-in-Chief.

GEORGE HAVEN,
Adjutant-General.

STATE OF CONNECTICUT.

SPECIAL ORDERS, }
No. 177. }

ADJUTANT-GENERAL'S OFFICE,
HARTFORD, October 18, 1898.

Promotions and Appointments are hereby made in the First Company, Governor's Foot Guard, as follows:—

Private Louis R. Cheney, of Hartford, to be Major, *vice* Hyde resigned.

Sergeant Wilson L. Fenn, of Hartford, to be Ensign, *vice* Dole resigned:—both with rank from October 13, 1898.

By order of the Commander-in-Chief.

GEORGE HAVEN,
Adjutant-General.

STATE OF CONNECTICUT.

SPECIAL ORDERS, }
No. 179. }

ADJUTANT-GENERAL'S OFFICE,
HARTFORD, October 19, 1898.

Promotions and Appointments are hereby made in the CONNECTICUT VOLUNTEERS as follows:—

FIRST REGIMENT, ARTILLERY.

Battery C.

Second Lieutenant Giles Bishop, Jr., to be Captain, *vice* Beach appointed Captain of Company H, Third Regiment, Connecticut Volunteers, Infantry.

Second Lieutenant Henry S. Terrell, to be First Lieutenant, *vice* Osborn, deceased; both with rank from October 19, 1898.

By order of the Commander-in-Chief.

GEORGE HAVEN,
Adjutant-General.

ADJUTANT-GENERAL'S REPORT.

STATE OF CONNECTICUT.

SPECIAL ORDERS, }
No. 180. }

ADJUTANT-GENERAL'S OFFICE,
HARTFORD, October 21, 1898.

Promotions and Appointments are hereby made in the CONNECTICUT VOLUNTEERS as follows:—

FIRST REGIMENT, ARTILLERY.

Battery C.

First Sergeant Walter G. Penfield, of New Haven, to be Second Lieutenant, *vice* Bishop promoted.

Sergeant Oliver A. Phelps, of Wallingford, to be Second Lieutenant, *vice* Terrell promoted:—both with rank from October 21, 1898.

By order of the Commander-in-Chief.

GEORGE HAVEN,

Adjutant-General.

STATE OF CONNECTICUT.

SPECIAL ORDERS, }
No. 181. }

ADJUTANT-GENERAL'S OFFICE,
HARTFORD, October 21, 1898.

Permission is hereby granted the First and Second Companies, Governor's Foot Guard, Major Louis R. Cheney, and Major Benjamin E. Brown, commanding, respectively, armed, uniformed, and equipped, to leave the State to participate in Philadelphia's Peace Jubilee, Philadelphia, Penn., 26th-28th inst., inclusive.

The Adjutants-General of the following states have granted permission for the First and Second Companies, Governor's Foot Guard, armed, uniformed, and equipped, to pass through the territory over which they severally have jurisdiction: New York, New Jersey and Pennsylvania.

By order of the Commander-in-Chief.

GEORGE HAVEN,

Adjutant-General.

STATE OF CONNECTICUT.

SPECIAL ORDERS, }
No. 184. }

ADJUTANT-GENERAL'S OFFICE,
HARTFORD, October 27, 1898.

Promotions and Appointments are hereby made in the CONNECTICUT VOLUNTEERS as follows:—

FIRST REGIMENT, INFANTRY.

First Lieutenant, John Paul Haun, Company C, to be Captain.

Second Lieutenant, Frederick W. Chapman, Company C, to be First Lieutenant.

Sergeant-Major, Edward E. Moseley, of Hartford, to be First Lieutenant.

Commissary-Sergeant, Albert N. Prescott, of Hartford, to be Second Lieutenant:—all with rank from October 27, 1898.

THIRD REGIMENT, INFANTRY.

First Lieutenant Roswell D. Trimble, Adjutant, to be Major with rank from October 27, 1898, *vice* Hull resigned.

By order of the Commander-in-Chief.

GEORGE HAVEN,
Adjutant-General.

STATE OF CONNECTICUT.

SPECIAL ORDERS, }
No. 185. }

ADJUTANT-GENERAL'S OFFICE,
HARTFORD, October 27, 1898.

I. Under date of October 25, 1898, Headquarters, Naval Battalion, C. N. G., New Haven, Conn., Lieutenant-Commander Arthur H. Day, commanding Naval Battalion, C. N. G., reports to this department the termination of, and discharge of his command from, the service of the United States. The officers and enlisted men of the Naval Battalion, having returned from their leave of absence and furloughs respectively, will resume their duties in the Connecticut National Guard.

* * * * *

By order of the Commander-in-Chief.

GEORGE HAVEN,
Adjutant-General.

STATE OF CONNECTICUT.

SPECIAL ORDERS, }
No. 188. }

ADJUTANT-GENERAL'S OFFICE,
HARTFORD, November 4, 1898.

Promotions and appointments are hereby made in the CONNECTICUT VOLUNTEERS as follows:—

THIRD REGIMENT, INFANTRY.

Second Lieutenant David C. Twichell, Company F, to be Adjutant with rank of First Lieutenant from November 4, 1898, *vice* Trimble promoted.

By order of the Commander-in-Chief.

GEORGE HAVEN,
Adjutant-General.

ADJUTANT-GENERAL'S REPORT.

STATE OF CONNECTICUT.

SPECIAL ORDERS, }
No. 189. }

ADJUTANT-GENERAL'S OFFICE,
HARTFORD, November 10, 1898.

I. A Board of Inspection is hereby appointed to convene at the State Arsenal to inspect military stores, property of the State, reported by the Quartermaster-General as unserviceable.

II. The Board of Inspection will also inspect the property of the United States reported by the Quartermaster-General as unserviceable.

III. The Board will consist of Major Edward Schulze, Captain George B. Newton, retired, and Lieutenant Felton Parker, Connecticut National Guard.

IV. The Board will convene at such times as the President, Major Edward Schulze, may appoint. Upon completion of their duties, they will make separate reports of the State and United States property in duplicate of the articles inspected, with their recommendations in each case as to what disposition should be made of same.

By order of the Commander-in-Chief.

GEORGE HAVEN,

Adjutant-General.

STATE OF CONNECTICUT.

SPECIAL ORDERS, }
No. 191. }

ADJUTANT-GENERAL'S OFFICE,
HARTFORD, November 14, 1898.

Promotions and Appointments are hereby made in the CONNECTICUT VOLUNTEERS as follows:—

THIRD REGIMENT, INFANTRY.

COMPANY L.

First Lieutenant John F. Murphy, Company B, to be Captain with rank from November 14, 1898, *vice* Rose resigned.

COMPANY B.

Sergeant John A. Hagberg, Company C, of Norwich, to be First Lieutenant with rank from November 14, 1898, *vice* Murphy promoted.

COMPANY F.

Corporal Howard J. Bloomer, Company L, of Norwalk, to be Second Lieutenant with rank from November 14, 1898, *vice* Twichell promoted.

By order of the Commander-in-Chief.

GEORGE HAVEN,

Adjutant-General.

ADJUTANT-GENERAL'S REPORT.

291

STATE OF CONNECTICUT.

SPECIAL ORDERS, } ADJUTANT GENERAL'S OFFICE,
No. 199. } HARTFORD, November 25, 1898.

I. The Staff of the Commander-in-Chief are hereby ordered to report to Brigadier-General George Haven, Adjutant-General, Chief-of-Staff, at the New Haven House, New Haven, Conn., Monday, November 28, 1898, at 1 o'clock P. M., to be in attendance upon His Excellency, the Governor, and Commander-in-Chief, who has accepted an invitation for himself and Staff to meet Major-General William R. Shafter, United States Army.

* * * * *

By order of the Commander-in-Chief.

GEORGE HAVEN,

Adjutant-General.

STATE OF CONNECTICUT.

SPECIAL ORDERS, } ADJUTANT GENERAL'S OFFICE,
No. 207. } HARTFORD, December 5, 1898.

Promotions and appointments are hereby made in the CONNECTICUT VOLUNTEERS as follows:—

THIRD REGIMENT, INFANTRY.

COMPANY I.

Giles Bishop, Jr., of New London, to be First Lieutenant with rank from December 3, 1898, *vice* Congdon resigned.

By order of the Commander-in-Chief.

GEORGE HAVEN,

Adjutant-General.

STATE OF CONNECTICUT.

SPECIAL ORDERS, } ADJUTANT GENERAL'S OFFICE,
No. 208. } HARTFORD, December 5, 1898.

Promotions and appointments are hereby made in the CONNECTICUT VOLUNTEERS as follows:—

THIRD REGIMENT, INFANTRY.

COMPANY A.

Second Lieutenant Everett M. Carver, Company G, to be First Lieutenant, Company A, *vice* Drea, resigned.

COMPANY G.

Sergeant-Major Albert H. Vitenheimer, of Derby, to be Second Lieutenant, *vice* Carver promoted:— both with rank from December 5th, 1898.

By order of the Commander-in-Chief.

GEORGE HAVEN,

Adjutant-General.

ADJUTANT-GENERAL'S REPORT.

STATE OF CONNECTICUT.

SPECIAL ORDERS, }
No. 222. }ADJUTANT-GENERAL'S OFFICE,
HARTFORD, December 21, 1898

I. The Commanding Officers of the Governor's Guard (First and Second Foot and Horse), are hereby directed to report with their commands to Brigadier-General George Haven, Adjutant-General, and Chief of Staff of the Commander-in-Chief, at the State Capitol, Hartford, for escort duty on Wednesday, January 4, 1899, at 1:30 o'clock P. M.

II. The commandants of the Second Foot and Horse Guard, will make necessary arrangements for the transportation of their commands from and to New Haven.

III. Three pay-rolls for duty duly signed by each member performing duty and sworn to by the commanding officer will be required, one copy to be retained by him and two copies forwarded to this office within two days from the date of parade.

IV. The Quartermaster-General is hereby directed to cause a Governor's salute to be fired during the inaugural parade, Wednesday, January 4, 1899.

By order of the Commander-in-Chief.

GEORGE HAVEN,
Adjutant-General.

STATE OF CONNECTICUT.

SPECIAL ORDERS, }
No. 224. }ADJUTANT-GENERAL'S OFFICE,
HARTFORD, December 21, 1898.

The Staff of the Commander-in-Chief is hereby ordered to report to Brigadier-General George Haven, Adjutant-General, and Chief-of-Staff in full dress uniform, with side arms, at the Adjutant-General's Office, Hartford, Wednesday, January 4, 1899, at 10 o'clock A. M., for attendance upon the Commander-in-Chief during the inaugural ceremonies of the Governor-Elect.

By order of the Commander-in-Chief.

GEORGE HAVEN,
Adjutant-General.

STATE OF CONNECTICUT.

SPECIAL ORDERS, }
No. 225. }

ADJUTANT-GENERAL'S OFFICE,
HARTFORD, December 22, 1898.

I. The Board of Inspection appointed by S. O., Nos. 189 and 210, A. G. O., c.s., to inspect public property, having reported certain ordnance, ordnance stores, blankets, clothing, equipments, etc., as worthless, unserviceable or obsolete, (as per item report), and recommended that the said property be disposed of, the Quartermaster-General is hereby directed to sell the property so condemned for cash at public sale, or otherwise, as may be for the best interest of the State, and report the amount received from such sale to this office.

II. The recommendation of the Board regarding the property inspected is hereby approved, and the Board dissolved.

By order of the Commander-in-Chief.

GEORGE HAVEN,
Adjutant-General.

STATE OF CONNECTICUT.

SPECIAL ORDERS, }
No. 232. }

ADJUTANT-GENERAL'S OFFICE,
HARTFORD, December 27, 1898.

I. The Staff of the Commander-in-Chief is hereby ordered to report to Brigadier-General George Haven, Adjutant-General and Chief-of-Staff, at the Adjutant-General's Office, Thursday, December 29, 1898, at one o'clock P. M., sharp, to be in attendance upon His Excellency, the Governor and Commander-in-Chief, who has accepted an invitation for himself and Staff to be present and participate in the ceremonies of the removal of the trophy that was captured from the Spanish war-ship Vizcaya, from the Arsenal to the State Capitol where it is to be formally presented to the State.

* * * *

By order of the Commander-in-Chief.

GEORGE HAVEN,
Adjutant-General.

STATE OF CONNECTICUT.

SPECIAL ORDERS, }
No. 233. }

ADJUTANT-GENERAL'S OFFICE,
HARTFORD, December 29, 1898.

M. W. Robinson, of Colchester, is hereby appointed Post Surgeon, New London County, and will be governed by the provisions of G. O., No. 24, A. G. O., December 20, 1898.

By order of the Commander-in-Chief.

GEORGE HAVEN,
Adjutant-General.

ADJUTANT-GENERAL'S REPORT.

STATE OF CONNECTICUT.

SPECIAL ORDERS, }
No. 234. }ADJUTANT-GENERAL'S OFFICE,
HARTFORD, December 30, 1898.

Lauren M. Allen, of South Norwalk, is hereby appointed Post Surgeon Fairfield County, and will be governed by the provisions of G. O. No. 24, A. G. O., December 20, 1898.

By order of the Commander-in-Chief.

GEORGE HAVEN,

Adjutant-General

STATE OF CONNECTICUT.

SPECIAL ORDERS, }
No. 12. }ADJUTANT-GENERAL'S OFFICE,
HARTFORD, January 18, 1899.

I. The resignation of Quartermaster Joseph A. Prisk, First Company, Governor's Horse Guard, is hereby accepted, and he is honorably discharged from the military service of the State.

* * * *

By order of the Commander-in-Chief,

LOUIS N. VAN KEUREN,

Adjutant-General.

STATE OF CONNECTICUT.

SPECIAL ORDERS, }
No. 14. }ADJUTANT-GENERAL'S OFFICE,
HARTFORD, January 19, 1899.

Promotions and appointments are hereby made in the CONNECTICUT VOLUNTEERS as follows:—

THIRD REGIMENT, INFANTRY,
COMPANY H.

Sergeant James J. Murphy, Company B, of Stonington, to be Second Lieutenant with rank from January 12, 1899, *vice* Fish resigned.

By order of the Commander-in-Chief.

LOUIS N. VAN KEUREN,

Adjutant-General.

STATE OF CONNECTICUT.

SPECIAL ORDERS, }
No. 21. }

ADJUTANT-GENERAL'S OFFICE,
HARTFORD, January 28, 1899.

The resignation of Colonel Augustus C. Tyler, commanding Third Regiment, Connecticut Volunteers, Infantry, having been accepted by the War Department to take effect January 31, 1899, (S. O., No. 19, A. G. O., Headquarters, Army, January 24, 1899), Lieutenant-Colonel Alexander Rodgers, Third Regiment, C. V. I., is hereby appointed Colonel with rank from same date, *vice* Tyler resigned.

By order of the Commander-in-Chief.

LOUIS N. VAN KEUREN,

Adjutant-General.

STATE OF CONNECTICUT.

SPECIAL ORDERS, }
No. 23. }

ADJUTANT-GENERAL'S OFFICE,
HARTFORD, January 31, 1899.

Promotions and Appointments are hereby made in the CONNECTICUT VOLUNTEERS as follows:—

THIRD REGIMENT, INFANTRY.

COMPANY D.

Second Lieutenant William Spencer Steele, of Torrington, to be First Lieutenant with rank from January 25, 1899, *vice* Ryley resigned.

By order of the Commander-in-Chief.

LOUIS N. VAN KEUREN,

Adjutant-General.

STATE OF CONNECTICUT.

SPECIAL ORDERS, }
No. 27. }

ADJUTANT-GENERAL'S OFFICE,
HARTFORD, February 4, 1899.

In accordance with orders received from the Chief of Ordnance, U. S. Army, the Quartermaster-General is hereby directed to forward to the Springfield Armory the following Ordnance Stores inspected by the Board of Inspection convened under S. O., No. 189-210, A.-G. O., November 10, 1898:—443 Web Cartridge Belts; 45 Arm Chests; 437 Bayonet Scabbards; 27 Springfield B. L. Rifles, cal. .45, with Bayonets; and 63 Merriam Packs.

By order of the Commander-in-Chief.

LOUIS N. VAN KEUREN,

Adjutant-General.

ADJUTANT-GENERAL'S REPORT.

STATE OF CONNECTICUT.

SPECIAL ORDERS, }
 No. 29. }

ADJUTANT-GENERAL'S OFFICE.

HARTFORD, February 6, 1899.

I. A Board of Inspection is hereby appointed to convene at the State Arsenal to inspect the dress coats and helmets; property of the State.

II. The Board will consist of Colonel Charles L. Burdett, commanding First Regiment, C. N. G., Major Edward Schulze, First Regiment, C. N. G., and Second Lieutenant Frank H. Smith, Company F, First Regiment, C. N. G.

III. The Board will convene on such dates as the President, Colonel Charles L. Burdett, may designate. Upon completion of their duties, they will make a report of the property in duplicate of the articles inspected with their recommendation.

By order of the Commander-in-Chief.

LOUIS N. VAN KEUREN,

Adjutant-General.

STATE OF CONNECTICUT.

SPECIAL ORDERS, }
 No. 30. }

ADJUTANT-GENERAL'S OFFICE,

HARTFORD, February 7, 1899.

The Quartermaster General is hereby authorized to sell the State property, in his possession, consisting of underwear and shoes.

By order of the Commander-in-Chief.

LOUIS N. VAN KEUREN,

Adjutant-General.

STATE OF CONNECTICUT.

SPECIAL ORDERS, }
 No. 36. }

ADJUTANT-GENERAL'S OFFICE,

HARTFORD, February 10, 1899.

Promotions and Appointments are hereby made in the First Company, Governor's Horse Guard, as follows:—

Private Lewis A. Storrs, of Hartford, to be Quartermaster with rank from January 23, 1899, *vice* Prisk resigned.

By order of the Commander-in-Chief.

LOUIS N. VAN KEUREN,

Adjutant-General.

STATE OF CONNECTICUT.

SPECIAL ORDERS, {
No. 43. }

ADJUTANT-GENERAL'S OFFICE,
HARTFORD, February 23, 1899.

Promotions and Appointments are hereby made in the CONNECTICUT VOLUNTEERS as follows:—

THIRD REGIMENT, INFANTRY.

Major Eugene T. Kirkland, of New London, to be Lieutenant-Colonel, *vice* Rodgers promoted.

Captain Philip W. Prior, Company K, of Stamford, to be Major, *vice* Kirkland promoted; both with rank from February 1, 1899.

COMPANY K.

First Lieutenant Charles W. Bucklee, of Stamford, to be Captain, with rank from February 1, 1899, *vice* Prior promoted.

By order of the Commander-in-Chief.

LOUIS N. VAN KEUREN,

Adjutant-General.

STATE OF CONNECTICUT.

SPECIAL ORDERS, {
No. 44. }

ADJUTANT-GENERAL'S OFFICE,
HARTFORD, February 24, 1899.

The Quartermaster-General is hereby directed to advertise, post, and sell at public auction, the Quartermaster supplies (United States property) inspected by the Board of Inspection convened under S. O., Nos. 189-210, A.-G. O., November 10, 1898, and turn over to the War Department the net proceeds of the sale in accordance with instructions from the Quartermaster General, U. S. A.

By order of the Commander-in-Chief,

LOUIS N. VAN KEUREN,

Adjutant-General.

STATE OF CONNECTICUT.

SPECIAL ORDERS, {
No. 50. }

ADJUTANT-GENERAL'S OFFICE,
HARTFORD, March 3, 1899.

I. The second nomination of Alfred L. Thompson, of New Britain, as Captain of Company D, First Regiment, Connecticut National Guard, in accordance with S. O., No. 33, A.-G. O., February 9, 1899, having been disapproved by the Colonel and Brigadier-General, commanding, respectively, is hereby disapproved.

II. In pursuance of action taken under Section 16, Militia Law, and at the request of the Colonel commanding, Company D, First Regiment, C. N. G., is hereby disbanded, and the officers and enlisted men honorably discharged from the military service of the State.

III. The Quartermaster-General will at once take possession of State property, make necessary arrangements for the proper care of the same, and forward all records, books, and papers to this office.

By order of the Commander-in-Chief.

LOUIS N. VAN KEUREN,

Adjutant-General.

STATE OF CONNECTICUT.

SPECIAL ORDERS, }
No. 51. }

ADJUTANT-GENERAL'S OFFICE,
HARTFORD, March 3, 1899.

Promotions and Appointments are hereby made in the CONNECTICUT VOLUNTEERS as follows:—

THIRD REGIMENT, INFANTRY.

COMPANY K.

Second Lieutenant Elmer Weston, of Stamford, to be First Lieutenant, *vice* Bucklee promoted.

First Sergeant Harvey D. Hatch, of Stamford, to be Second Lieutenant *vice* Weston promoted:—both with rank from February 2, 1890.

By order of the Commander-in-Chief.

LOUIS N. VAN KEUREN,

Adjutant-General.

STATE OF CONNECTICUT.

SPECIAL ORDERS. }
No. 54. }

ADJUTANT-GENERAL'S OFFICE,
HARTFORD, March 4, 1899.

I. The Board of Inspection appointed by S. O., Nos. 29-31, A.-G. O., c. s., to inspect dress coats and helmets, public property in the State Arsenal, having reported to this department that only a small percentage of the coats are fit for issue and the balance unserviceable (as per their report), they recommend that the coats together with the helmets be disposed of.

The Quartermaster-General is hereby directed to sell the property so reported for cash at public sale or otherwise, as may be for the best interest of the State, and report the amount received from such sale to this office.

II. The Board having completed the duties assigned it, is hereby dissolved.

By order of the Commander-in-Chief.

LOUIS N. VAN KEUREN,

Adjutant-General.

ADJUTANT-GENERAL'S REPORT.

299

STATE OF CONNECTICUT.

SPECIAL ORDERS, }
No. 56. }

ADJUTANT-GENERAL'S OFFICE,
HARTFORD, March 7, 1899.

Promotions and Appointments are hereby made in the CONNECTICUT VOLUNTEERS as follows:—

THIRD REGIMENT, INFANTRY.

COMPANY D.

First Sergeant John J. Lawless, Company A, of Waterford, to be Second Lieutenant with rank from January 25, 1899, *vice* Steele promoted.

By order of the Commander-in-Chief.

LOUIS N. VAN KEUREN,

Adjutant-General.

STATE OF CONNECTICUT.

SPECIAL ORDERS, }
No. 59. }

ADJUTANT-GENERAL'S OFFICE,
HARTFORD, March 15, 1899.

The Quartermaster-General is hereby authorized to purchase such clothing and equipments as may be necessary to uniform and equip the First Regiment, Connecticut National Guard, upon approved requisitions.

By order of the Commander-in-Chief.

LOUIS N. VAN KEUREN,

Adjutant-General.

STATE OF CONNECTICUT.

SPECIAL ORDERS, }
No. 81. }

ADJUTANT-GENERAL'S OFFICE.
HARTFORD, April 21, 1899.

I. The Quartermaster-General is hereby directed to uniform, arm and equip the following organizations of the Connecticut National Guard: Third Regiment; Companies C, F, G, I, and K, Fourth Regiment; Brigade Signal Corps and Naval Battalion.

II. The Quartermaster-General is also directed as soon as practicable, to put the State Military Rendezvous at Niantic, Conn., in proper condition for occupancy by the Connecticut National Guard.

By order of the Commander-in-Chief.

LOUIS N. VAN KEUREN,

Adjutant-General.

ADJUTANT-GENERAL'S REPORT.

STATE OF CONNECTICUT.

SPECIAL ORDERS, }
No. 88. }ADJUTANT-GENERAL'S OFFICE,
HARTFORD, April 23, 1899.

Commander Edward V. Reynolds, commanding Naval Battalion, Connecticut National Guard, is hereby authorized, in behalf of the Governor and Commander-in-Chief, to receipt to the Navy Department of the United States for the U. S. S. ELFRIDA, together with her apparel, boats and equipment.

By order of the Commander-in-Chief.

LOUIS N. VAN KEUREN,

Adjutant-General.

STATE OF CONNECTICUT.

SPECIAL ORDERS, }
No. 92. }ADJUTANT-GENERAL'S OFFICE,
HARTFORD, May 4, 1899.

The Quartermaster-General is hereby directed to proceed to New Haven and verify the invoices and receipts given to the United States Government by Commander Edward V. Reynolds, commanding Naval Battalion, Connecticut National Guard, in behalf of the Commander-in-Chief, for the U. S. S. ELFRIDA, and take an inventory of the vessel and property pertaining thereto, after which he will account for same upon the property return of his Department.

By order of the Commander-in-Chief

LOUIS N. VAN KEUREN,

Adjutant-General.

STATE OF CONNECTICUT.

SPECIAL ORDERS, }
No. 148. }ADJUTANT-GENERAL'S OFFICE,
HARTFORD, June 6, 1899.

I. The application of Captain and Major Benjamin E. Brown, Second Company, Governor's Foot Guard, to be retired, is accepted, and he is hereby relieved from the active military service of the state, and placed upon the retired list to date June 6, 1899.

* * * *

By order of the Commander-in-Chief.

LOUIS N. VAN KEUREN,

Adjutant-General.

STATE OF CONNECTICUT.

SPECIAL ORDERS, }
No. 177. }ADJUTANT-GENERAL'S OFFICE,
HARTFORD, June 29, 1899.

I. The petition of David Laidlaw and forty-nine (49) others of Bridgeport to be organized into a Division of Naval Militia for the Connecticut National Guard is granted by the Commander-in-Chief, and the petitioners are hereby organized as a Division of the Naval Battalion, Connecticut National Guard, and designated as the Third Division.

* * * *

By order of the Commander-in-Chief.

LOUIS N. VAN KEUREN,

Adjutant-General.

STATE OF CONNECTICUT.

SPECIAL ORDERS, }
No. 181. }ADJUTANT-GENERAL'S OFFICE,
HARTFORD, July 3, 1899.

Promotions and appointments are hereby made in the FIRST COMPANY, GOVERNOR'S FOOT GUARD as follows:—

Second Lieutenant Fred R. Bill, of Hartford, to be Captain and First Lieutenant *vice* Pease retired;

Third Lieutenant George Hays, of Hartford, to be Second Lieutenant *vice* Bill promoted.

Ensign Wilson L. Fenn, of Hartford, to be Third Lieutenant *vice* Hays promoted.

Sergeant William Melrose, of Hartford, to be Ensign *vice* Fenn promoted; all with rank from June 13, 1899.

By order of the Commander-in-Chief.

LOUIS N. VAN KEUREN,

Adjutant-General.

STATE OF CONNECTICUT.

SPECIAL ORDERS, }
No. 182. }ADJUTANT-GENERAL'S OFFICE,
HARTFORD, July 5, 1899.

Promotions and appointments are hereby made in the SECOND COMPANY GOVERNOR'S FOOT GUARDS as follows:—

Private Edward M. Clark, of New Haven, to be Captain and Major with rank from June 19, 1899, *vice* Brown retired.

By order of the Commander-in-Chief,

LOUIS N. VAN KEUREN,

Adjutant-General.

ADJUTANT-GENERAL'S REPORT.

STATE OF CONNECTICUT.

SPECIAL ORDERS, }
No. 216. }

ADJUTANT-GENERAL'S OFFICE,
HARTFORD, August 2, 1899.

The Quartermaster-General is hereby directed to burn all mattresses destroy the tent floors, and tear down and remove the kitchens that have been in use at the State Military Rendezvous, Niantic, Conn.

By order of the Commander-in-Chief.

LOUIS N. VAN KEUREN,

Adjutant-General.

STATE OF CONNECTICUT.

SPECIAL ORDERS, }
No. 224. }

ADJUTANT-GENERAL'S OFFICE,
HARTFORD, August 12, 1899.

I. The Staff of the Commander-in-Chief is hereby ordered to report to Brigadier-General Louis N. Van Keuren, Adjutant-General, and Chief-of-Staff, at "Camp Lounsbury," State Military Rendezvous, Niantic, Conn., Monday, August 21, 1899, in undress uniform, equipped and mounted for six days' duty in attendance upon the Commander-in-Chief. Full dress uniforms will be left at home station.

II. The Quartermaster-General will furnish transportation and quarters for the Commander-in-Chief and Staff.

III. Major Luzerne Ludington, commanding Second Company, Governor's Horse Guard, will detail one sergeant and two men of his command to report to the Adjutant-General at "Camp Lounsbury," Niantic, Conn., Tuesday, 22d inst., in undress uniform, armed and equipped for four days' orderly duty in attendance upon the Commander-in-Chief and Staff.

IV. The Quartermaster-General will furnish transportation and quarters, and provide horses for above detail.

V. Pay-rolls for duty will be rendered by the officer in charge of the detail.

By order of the Commander-in-Chief.

LOUIS N. VAN KEUREN,

Adjutant-General.

STATE OF CONNECTICUT.

SPECIAL ORDERS, }
No. 235. }

ADJUTANT-GENERAL'S OFFICE,
HARTFORD, September 1, 1899.

Leave of absence from the 2d instant to the 31st proximo, with permission to go beyond sea, is hereby granted Brigadier-General Russell Frost, commanding Brigade, Connecticut National Guard.

By order of the Commander-in-Chief.

LOUIS N. VAN KEUREN,

Adjutant-General

STATE OF CONNECTICUT.

SPECIAL ORDERS, }
No. 238. }ADJUTANT-GENERAL'S OFFICE,
HARTFORD, September 6, 1899.

I. Permission is hereby granted the Putnam Phalanx, Major J. N. Shedd, commanding, armed, uniformed and equipped, to leave the State between the 9th and 16th inst., on a visit to Niagara, Thousand Islands and Kingston, Canada.

II. The Governor-General of Canada and the Adjutants-General of Massachusetts and New York have granted permission for the Putnam Phalanx, armed, uniformed and equipped to pass through the territory over which they have jurisdiction.

By order of the Commander-in-Chief.

LOUIS N. VAN KEUREN,

Adjutant-General.

STATE OF CONNECTICUT.

SPECIAL ORDERS, }
No. 241. }ADJUTANT-GENERAL'S OFFICE,
HARTFORD, September 11, 1899.

I. The Second Regiment, Second Section, Brigade Signal Corps, Second Section Machine-Gun Battery, Naval Battalion, Connecticut National Guard; and First and Second Companies Governor's Foot Guard, having volunteered to parade without pay at the "Admiral Dewey Reception" in New York City, the 30th instant, the above named organizations (Sections of Brigade Signal Corps and Machine-Gun Battery, to parade as a part of the Second Regiment), will be assembled by their respective commandants as an escort to the Commander-in-Chief, in the City of New York on date mentioned, for the purpose of participating in the ceremonies of that day. Detailed reports and consolidated morning reports will be forwarded to this department by commanding officers of different organizations. Time for reporting and place in line will be designated later. General Headquarters will be at Hotel Buckingham, corner of Fifth Avenue and Fiftieth Street.

II. Transportation only will be allowed. The Quartermaster-General will arrange for the same and notify the commandants of the several military organizations the schedule of railroads and steamboats.

By order of the Commander-in-Chief.

LOUIS N. VAN KEUREN,

Adjutant-General.

STATE OF CONNECTICUT.

SPECIAL ORDERS, }
No. 243. }ADJUTANT-GENERAL'S OFFICE,
HARTFORD, September 12, 1899.

I. The following officers are hereby detailed as representatives to the Association of Military Surgeons of the United States which will convene in Kansas City, Missouri, September 27-29, 1899:—

ADJUTANT-GENERAL'S REPORT.

Brigadier General J. Francis Calef, Surgeon-General and Major Joseph H. Townsend, Surgeon, Second Regiment, C. N. G.

These officers will attend and report the result of the deliberations of the convention.

II. Traveling and hotel expenses incurred by the officers detailed for this duty will be paid by the Paymaster-General upon approved vouchers from this office. No other compensation will be allowed.

By order of the Commander-in-Chief.

LOUIS N. VAN KEUREN,

Adjutant-General.

STATE OF CONNECTICUT.

SPECIAL ORDERS, }
No. 246. }

ADJUTANT-GENERAL'S OFFICE,
HARTFORD, September 16, 1899.

Permission is hereby granted the Signal Corps, National Guard, State of Maine, Lieutenant G. W. Butler commanding, to enter and pass through this State, armed, uniformed and equipped, en route to, and returning from the Reception of Admiral Dewey, in New York City, on the 28-30 inst.

By order of the Commander-in-Chief.

LOUIS N. VAN KEUREN,

Adjutant-General.

STATE OF CONNECTICUT.

SPECIAL ORDERS, }
No. 247. }

ADJUTANT-GENERAL'S OFFICE,
HARTFORD, September 18, 1899.

Permission is hereby granted the military organizations from the State of New Hampshire, armed, uniformed and equipped, to enter and pass through this State en route to and returning from the reception and parade in honor of Admiral Dewey, at New York, September 28-30, 1899.

By order of the Commander-in-Chief.

LOUIS N. VAN KEUREN,

Adjutant-General.

STATE OF CONNECTICUT.

SPECIAL ORDERS, }
No. 248. }

ADJUTANT-GENERAL'S OFFICE,
HARTFORD, September 19, 1899.

Permission is granted C. F. Gordon Camp, No. 10, Sons of Veterans Guards, of Rhode Island, armed, uniformed and equipped, to enter and pass through this State en route to and returning from the reception and parade in honor of Admiral Dewey at New York, September 28-30, 1899.

By order of the Commander-in-Chief.

LOUIS N. VAN KEUREN,

Adjutant-General.

REPORT

OF THE

Quartermaster-General

OF THE

State of Connecticut,

TO THE

COMMANDER-IN-CHIEF,

FOR THE

FISCAL YEAR ENDED SEPTEMBER 30, 1899.

BRIG.-GEN. LOUIS N. VAN KEUREN, OCT. 1, 1898, JAN. 4, 1899.

BRIG.-GEN. GEORGE B. NEWTON, JAN. 4, 1899, SEPT. 30, 1899.

MERIDEN, CONN.:

Press of the Republican Publishing Co.,

1899.

State of Connecticut.

AUDITORS' REPORT.

TO HIS EXCELLENCY, GEORGE E. LOUNSBURY, *Governor* :

This certifies that we have examined the accounts of Louis N. Van Keuren, Quartermaster-General, from October 1, 1898, to Jan. 4, 1899, compared the same with the vouchers in the office and find them correct.

The balance on hand at the end of said term was two thousand eight hundred and sixty-six (\$2,866.65) dollars and sixty-five cents, which was paid over by said officer to his successor, as shown by proper receipt therefor on file.

FRANKLIN B. NOYES, } *Auditors of*
D. WARD NORTHROP, } *Public Accounts.*

HARTFORD, CONN., January 18, 1899.

State of Connecticut.

QUARTERMASTER-GENERAL'S OFFICE.

STATEMENT OF

Receipts and Disbursements

FOR THE FISCAL PERIOD

OCTOBER 1, 1898—JANUARY 4, 1899.

BRIG.-GEN. GEORGE B. NEWTON,

Quartermaster-General of Connecticut :

SIR:—I have the honor to hand you herewith a statement of the account of this office with the State of Connecticut, from the commencement of the fiscal year, October 1, 1898, to the period when my official transactions closed, January 4, 1899, for insertion in your printed report of September 30, 1899.

Very respectfully yours,

LOUIS N. VAN KEUREN,

Late Quartermaster-General.

BRIG.-GEN. LOUIS N. VAN KEUREN, IN

1899.

SPECIAL ACCOUNT.

RECEIPTS.

Jan. 4, To Cash Received—

Receipts from Rentals of State Armories,	-	\$650.00
“ “ Miscellaneous Sales,	-	295.21
		<u>\$945.21</u>

NOTE.—This account shows cash receipts from sources other than that of the State Treasury, and turned over to the State Treasurer.

WAR ACCOUNT.

1898.

RECEIPTS.

Oct. 1, To Cash, Balance on hand,	-	-	-	-	\$5,193.04
					<u>\$5,193.04</u>

NOTE.—This is a final accounting of this office on account of the Spanish-American War. The previous account is published in report of September 30, 1898.

SPECIFIC APPROPRIATIONS.

1898.

RECEIPTS.

Oct. 1, To Cash received, Balance on hand,	-	-	-	\$8,080.12
1899.				
Jan. 4, To Cash received, Orders of Comptroller,	-	-	11,888.03	

\$19,968.15

ACCOUNT WITH THE STATE OF CONNECTICUT

1899.

SPECIAL ACCOUNT.

DISBURSEMENTS.

Jan. 4, By Cash expended—

Paid State Treasurer, - - - - - \$945.21

\$945.21

WAR ACCOUNT.

1899.

DISBURSEMENTS

Jan. 4, By Cash expended, - - - - - \$269.74

Balance paid State Treasurer, - - - - - 4,923.30

\$5,193.04

SPECIFIC APPROPRIATIONS.

1899.

DISBURSEMENTS.

Jan. 4, By Cash expended—

Care of Public Property, - - - - - \$2,959.62

Uniform Compensation, - - - - - 3,135.00

Officer's Compensation, - - - - - 871.79

Care of Arms, - - - - - 214.00

Freight and Express, - - - - - 194.84

Rifle Ranges, - - - - - 447.50

Connecticut National Guard, - - - - - 737.74

Armory Rents, - - - - - 3,954.00

Transportation, - - - - - 28.30

Uniform Repairs, - - - - - 578.94

Office Expenses, - - - - - 13 61

Contingent, - - - - - 141.25

Arsenal Repairs, - - - - - 2.10

Care of State Armories, - - - - - 3,822.81

\$17,101.50

By Cash, Balance unexpended—

Amounts of Specific Appropriations, transferred to Brig.-Gen. George B. Newton,

Quartermaster-General, - - - - - \$2,866.65

\$19,968.15

TABLE 1.

PROPERTY RETURN.

LOUIS N. VAN KEUREN, QUARTERMASTER-GENERAL.
CAMP AND GARRISON EQUIPAGE.

[illegible]

TABLE 1.

PROPERTY

LOUIS N. VAN KEUREN, C
CAMP AND GARRIS

OCTOBER 1, 1898, TO JANUARY 4, 1889.		TENTS AND EQUIPMENTS.																																														
		TENTS.						TENT FLIES.				TENT FLOORS.		TENT POLES, SETS.						TENT STAKES, PINS, ETC.																												
		Headquarter.	Colonel's.	Headquarter Wall.	Hospital.	Wall.	Improved Common.	Common (A)	Chapel.	Conical.	Headquarter.	Colonel's.	Headquarter Wall.	Hospital.	Wall.	Headquarter Wall (double).	Headquarter.	Colonel's.	Headquarter Wall.	Hospital.	Headquarter.	Colonel's.	Headquarter Wall.	Hospital.	Wall.	Conical.	Common.	Tent Bags.	Tent Stoves.	Ridge Irons.	Stakes, large.	Stakes, small.	Pins, large.	Pins, small.	Iron Bedsteads, U. S.	Woven Wire Beds.	Slat Cot Beds.	Mattresses, U. S.	Bed Sacks.	Pillows.	Pillow Cases.	Sheets.	Bed Spreads.	Towels.	Rugs.	Druggets.	Camp Desks.	
Remaining on hand September 30, 1898,	2	5	8	4	368	700	97	1	9	2	5	8	4	518	3	2	6	8	5	2	6	10	4	592	9	836	82	10	248	500	340	10,400	36,550	275	83	32	275	925	129	68	113	4	108	12	17	6		
Received from Connecticut National Guard																																																
Taken up,																								27																								
Total to be accounted for,	2	5	8	4	368	700	97	1	9	2	5	8	4	518	3	2	6	8	5	2	6	10	4	619	9	836	82	10	248	500	340	10,400	36,550	275	83	32	275	925	129	68	113	4	108	12	17	6		
Issued to Connecticut National Guard,																																																
Expended,																									3	133				50	25	6,800	24,150			1	45	925	89	4	4		15					
Sold as per S. O., A. G. O., No. 225,																																																
Transferred to Brig.-Gen. Geo. B. Newton, Q. M. G.,	2	5	8	4	368	700	97	1	9	2	5	8	4	518	3	2	6	8	5	2	6	10	4	619	6	703	82	10	248	450	315	3,600	12,400	275	83	31	230	40	64	109	4	93	12	17	6		
Total issued, expended, sold and transferred,	2	5	8	4	368	700	97	1	9	2	5	8	4	518	3	2	6	8	5	2	6	10	4	619	9	836	82	10	248	500	340	10,400	36,550	275	83	32	275	925	129	68	113	4	108	12	17	6		

QUARTERMASTER-GENERAL.
SON EQUIPAGE.

[illegible]

PROPERTY RETURN.

LOUIS N. VAN KEUREN, QUARTERMASTER-GENERAL.
CLOTHING.

OCTOBER 1, 1898, TO JANUARY 4, 1899.

OCTOBER 1, 1898, TO JANUARY 4, 1899.	UNIFORMS.															CHEVRONS.															MISCELLANEOUS.																								
	Uniform Coats.	Trousers, prs.	Helmets, complete.	Blouses.	Forage Caps, complete.	Overcoats.	Campaign Hats.	Ponchos.	Leggins, Prs.	Hats, Canvas.	Jerseys, blue.	Mess Jackets.	Pea Jackets.	Jumpers, Canvas.	Trousers, Canvas.	Buff Breeches, prs.	Shirts, blue.	Watch Caps.	Gauntlets, prs.	Epaulettes, prs.	Vests, C. P. O.	Chief Petty Officers' Coats.	Q. M. Serg't Regimental, prs.	Com-Serg't Regimental, prs.	Brigade Trumpeter, prs.	Chief Trumpeter, prs.	Drum Major, prs.	Hospital Steward, prs.	Acting Hospital Steward, prs.	Sergeant Major, prs.	Sergeant, First, prs.	Sergeant, Q. M. Co., prs.	Sergeant, Miscellaneous, prs.	Corporal, Miscellaneous, prs.	Arm Brassards.	Devices, Signal Service, prs.	Devices, Trumpeter's, prs.	Watch Marks.	Rating Badges.	Blankets, Assorted Patterns.	Buttons, State.	Cap Ribbons.	Neckerchiefs.	Clothes Bags.	Shoes, prs.	Socks, prs.	Undershirts.	Drawers, prs.	Blanket Cases, Overcoat Cases.						
Remaining on hand October 1, 1898,	3,014	1,904	2,870	1,716	4,859	1,998	940	205	1,409	14	8	150	8	47	67	..	8	5	11	3	6	6	5	7	2	12	6	5	6	14	70	79	180	294	31	58	39	10	1	630	1,835	128	6	22	444	1,205	1,227	1,226	96	52					
Received from Connecticut National Guard,	3	28	30	13	660	13	12	4	1	..	7	10	2	5	..	14	9	1	2					
Returned by G. A. R.,	4	14	4	10	4	8			
Received from Purchase,	3	1	14			
Received from Governor's Guard,			
Taken up,		
Total to be Accounted for,	3,021	1,949	2,874	1,756	4,873	2,662	961	205	1,421	14	8	154	9	47	74	14	8	5	21	3	6	6	5	7	2	12	6	5	6	14	70	79	182	299	31	72	39	10	1	744	21,275	128	7	24	444	1,205	1,227	1,226	96	52					
Issued to Connecticut National Guard,	13	6	1	711	
Loaned to G. A. R.,	4	14	4	10	4	9	
Issued to Governor's Guard,	3	100	14	
Expended,	8	8	16	21
Sold S. O. A. G. O. No. 225,	555	75	2,914	1,447	810	109	1	1	2	34	2	18	3	1	3	..	1	1	..	25	26	71	101	6	23	3	189		
Transferred to Brig.-Gen. Geo. B. Newton, Quartermaster-Gen- eral,	3,017	1,356	2,870	1,665	1,958	392	126	75	1,421	13	7	154	9	45	40	..	8	3	3	..	6	6	4	4	2	11	6	5	5	14	45	53	111	198	25	49	36	10	1	516	2,268	128	7	22	422	1,205	1,227	1,226	96	52					
Total Issued, Loaned, Expended, Sold and Transferred,	3,021	1,949	2,874	1,756	4,873	2,662	961	205	1,421	14	8	154	9	47	74	14	8	5	21	3	6	6	5	7	2	12	6	5	6	14	70	79	182	299	31	72	39	10	1	744	21,275	128	7	24	444	1,205	1,227	1,226	96	52					

RETURN.

, QUARTERMASTER-GENERAL.
ORDNANCE STORES.

ARTILLERY EQUIPMENTS AND IMPLEMENTS.

Hand Spikes for Field Guns.	4	2	1	12	17	21	10	14	4	4	6	18	8	12	17	2	5	16	2	8	4	2	6	2	3	5	2	1	4	4	4	20	8	24	8	17	182	2	2	2	12	19	19	4	4	15	29	29	26	3,048	3,058	3,058	3,058	24	8	6	21	2	1	2	14	16
Tompions, brass, for 6-pdrs.	4	2	1	12	17	21	10	14	4	4	6	18	8	12	17	2	5	16	2	8	4	2	6	2	3	5	2	1	4	4	4	20	8	24	8	17	182	2	2	2	12	19	19	4	4	15	29	29	26	3,048	3,058	3,058	3,058	24	8	6	21	2	1	2	14	16
Tompions, brass, for 12-pdr.	4	2	1	12	17	21	10	14	4	4	6	18	8	12	17	2	5	16	2	8	4	2	6	2	3	5	2	1	4	4	4	20	8	24	8	17	182	2	2	2	12	19	19	4	4	15	29	29	26	3,048	3,058	3,058	3,058	24	8	6	21	2	1	2	14	16
Tompions, wood, for Field Guns.	4	2	1	12	17	21	10	14	4	4	6	18	8	12	17	2	5	16	2	8	4	2	6	2	3	5	2	1	4	4	4	20	8	24	8	17	182	2	2	2	12	19	19	4	4	15	29	29	26	3,048	3,058	3,058	3,058	24	8	6	21	2	1	2	14	16
Paulins.	4	2	1	12	17	21	10	14	4	4	6	18	8	12	17	2	5	16	2	8	4	2	6	2	3	5	2	1	4	4	4	20	8	24	8	17	182	2	2	2	12	19	19	4	4	15	29	29	26	3,048	3,058	3,058	3,058	24	8	6	21	2	1	2	14	16
Tar Buckets.	4	2	1	12	17	21	10	14	4	4	6	18	8	12	17	2	5	16	2	8	4	2	6	2	3	5	2	1	4	4	4	20	8	24	8	17	182	2	2	2	12	19	19	4	4	15	29	29	26	3,048	3,058	3,058	3,058	24	8	6	21	2	1	2	14	16
Priming Wires.	4	2	1	12	17	21	10	14	4	4	6	18	8	12	17	2	5	16	2	8	4	2	6	2	3	5	2	1	4	4	4	20	8	24	8	17	182	2	2	2	12	19	19	4	4	15	29	29	26	3,048	3,058	3,058	3,058	24	8	6	21	2	1	2	14	16
Gunner's Haversacks.	4	2	1	12	17	21	10	14	4	4	6	18	8	12	17	2	5	16	2	8	4	2	6	2	3	5	2	1	4	4	4	20	8	24	8	17	182	2	2	2	12	19	19	4	4	15	29	29	26	3,048	3,058	3,058	3,058	24	8	6	21	2	1	2	14	16
Gunner's Gimlets.	4	2	1	12	17	21	10	14	4	4	6	18	8	12	17	2	5	16	2	8	4	2	6	2	3	5	2	1	4	4	4	20	8	24	8	17	182	2	2	2	12	19	19	4	4	15	29	29	26	3,048	3,058	3,058	3,058	24	8	6	21	2	1	2	14	16
Thumb-stalls.	4	2	1	12	17	21	10	14	4	4	6	18	8	12	17	2	5	16	2	8	4	2	6	2	3	5	2	1	4	4	4	20	8	24	8	17	182	2	2	2	12	19	19	4	4	15	29	29	26	3,048	3,058	3,058	3,058	24	8	6	21	2	1	2	14	16
Tow Hooks.	4	2	1	12	17	21	10	14	4	4	6	18	8	12	17	2	5	16	2	8	4	2	6	2	3	5	2	1	4	4	4	20	8	24	8	17	182	2	2	2	12	19	19	4	4	15	29	29	26	3,048	3,058	3,058	3,058	24	8	6	21	2	1	2	14	16
Wrenches for Gun Carriages.	4	2	1	12	17	21	10	14	4	4	6	18	8	12	17	2	5	16	2	8	4	2	6	2	3	5	2	1	4	4	4	20	8	24	8	17	182	2	2	2	12	19	19	4	4	15	29	29	26	3,048	3,058	3,058	3,058	24	8	6	21	2	1	2	14	16
Fuze Reamers.	4	2	1	12	17	21	10	14	4	4	6	18	8	12	17	2	5	16	2	8	4	2	6	2	3	5	2	1	4	4	4	20	8	24	8	17	182	2	2	2	12	19	19	4	4	15	29	29	26	3,048	3,058	3,058	3,058	24	8	6	21	2	1	2	14	16
Fuze Pouches.	4	2	1	12	17	21	10	14	4	4	6	18	8	12	17	2	5	16	2	8	4	2	6	2	3	5	2	1	4	4	4	20	8	24	8	17	182	2	2	2	12	19	19	4	4	15	29	29	26	3,048	3,058	3,058	3,058	24	8	6	21	2	1	2	14	16
Fuze Setters.	4	2	1	12	17	21	10	14	4	4	6	18	8	12	17	2	5	16	2	8	4	2	6	2	3	5	2	1	4	4	4	20	8	24	8	17	182	2	2	2	12	19	19	4	4	15	29	29	26	3,048	3,058	3,058	3,058	24	8	6	21	2	1	2	14	16
Lanyards.	4	2	1	12	17	21	10	14	4	4	6	18	8	12	17	2	5	16	2	8	4	2	6	2	3	5	2	1	4	4	4	20	8	24	8	17	182	2	2	2	12	19	19	4	4	15	29	29	26	3,048	3,058	3,058	3,058	24	8	6	21	2	1	2	14	16
Caisson Bolts.	4	2	1	12	17	21	10	14	4	4	6	18	8	12	17	2	5	16	2	8	4	2	6	2	3	5	2	1	4	4	4	20	8	24	8	17	182	2	2	2	12	19	19	4	4	15	29	29	26	3,048	3,058	3,058	3,058	24	8	6	21	2	1	2	14	16
Fuze Goggles.	4	2	1	12	17	21	10	14	4	4	6	18	8	12	17	2	5	16	2	8	4	2	6	2	3	5	2	1	4	4	4	20	8	24	8	17	182	2	2	2	12	19	19	4	4	15	29	29	26	3,048	3,058	3,058	3,058	24	8	6	21	2	1	2	14	16
Ammunition Haversacks.	4	2	1	12	17	21	10	14	4	4	6	18	8	12	17	2	5	16	2	8	4	2	6	2	3	5	2	1	4	4	4	20	8	24	8	17	182	2	2	2	12	19	19	4	4	15	29	29	26	3,048	3,058	3,058	3,058	24	8	6	21	2	1	2	14	16
Prolongs.	4	2	1	12	17	21	10	14	4	4	6	18	8	12	17	2	5	16	2	8	4	2	6	2	3	5	2	1	4	4	4	20	8	24	8	17	182	2	2	2	12	19	19	4	4	15	29	29	26	3,048	3,058	3,058	3,058	24	8	6	21	2	1	2	14	16
Sponge Buckets.	4	2	1	12	17	21	10	14	4	4	6	18	8	12	17	2	5	16	2	8	4	2	6	2	3	5	2	1	4	4	4	20	8	24	8	17	182	2	2	2	12	19	19	4	4	15	29	29	26	3,048	3,058	3,058	3,058	24	8	6	21	2	1	2	14	16
Watering Buckets, gutta percha.	4	2	1	12	17	21	10	14	4	4	6	18	8	12	17	2	5	16	2	8	4	2	6	2	3	5	2	1	4	4	4	20	8	24	8	17	182	2	2	2	12	19	19	4	4	15	29	29	26	3,048	3,058	3,058	3,058	24	8	6	21	2	1	2	14	16
Gunner's Pincers.	4	2	1	12	17	21	10	14	4	4	6	18	8	12	17	2	5	16	2	8	4	2	6	2	3	5	2	1	4	4	4	20	8	24	8	17	182	2	2	2	12	19	19	4	4	15	29	29	26	3,048	3,058	3,058	3,058	24	8	6	21	2	1	2	14	16
Gunner's Shears, pairs.	4	2	1	12	17	21	10	14	4	4	6	18	8	12	17	2	5	16	2	8	4	2	6	2	3	5	2	1	4	4	4	20	8	24	8	17	182	2	2	2	12	19	19	4	4	15	29	29	26	3,048	3,058	3,058	3,058	24	8	6	21	2	1	2	14	16
Vent Covers.	4	2	1	12	17	21	10	14	4	4	6	18	8	12	17	2	5	16	2	8	4	2	6	2	3	5	2	1	4	4	4	20	8	24	8	17	182	2	2	2	12	19	19	4	4	15	29	29	26	3,048	3,058	3,058	3,058	24	8	6	21	2	1	2	14	16
Pole Pads.	4	2	1	12	17	21	10	14	4	4	6	18	8	12	17	2	5	16	2	8	4	2	6	2	3	5	2	1	4	4	4	20	8	24	8	17	182	2	2	2	12	19	19	4	4	15	29	29	26	3,048	3,058	3,058	3,058	24	8	6	21	2	1	2	14	16
Sights, set.	4	2	1	12	17	21	10	14	4	4	6	18	8	12	17	2	5	16	2	8	4	2	6	2	3	5	2	1	4	4	4	20	8	24	8	17	182	2	2	2	12	19	19	4	4	15	29	29	26	3,048	3,058	3,058	3,058	24	8	6	21	2	1	2	14	16
Deck Circles for Hotchkiss Gun.	4	2	1	12	17	21	10	14	4	4	6	18	8	12	17	2	5	16	2	8	4	2	6	2	3	5	2	1	4	4	4	20	8	24	8	17	182	2	2	2	12	19	19	4	4	15	29	29	26	3,048	3,058	3,058	3,058	24	8	6	21	2	1	2	14	16
Top Carriages for Hotchkiss Gun.	4	2	1	12	17	21	10	14	4	4	6	18	8	12	17	2	5	16	2	8	4	2	6	2	3	5	2	1	4	4	4	20																														

TABLE 4.

PROPERTY RETURN.

LOUIS N. VAN KEUREN, QUARTERMASTER-GENERAL.

ORDNANCE AND ORDNANCE STORES. — (Continued.)

OCTOBER 1, 1898, TO JANUARY 4, 1899.	AMMUNITION.												TARGETS.		STATE DECORATIONS.															
	12 pdr. Shell for Steel Gun.	12-pdr. Conical Shot, cal. 4.58.	Case Shot for 3-in. Guns.	10-in. Shot for Rodman Guns.	Plaster Shells.	Friction Primers.	Mortar Powder, pounds.	Cartridge Bags, empty.	Time Fuzes.	Wood Fuzes, filled.	Ball Cartridges for Rifles and Revolvers.	Blank Cartridges for Rifles Cal. .45.	Targets.	Target Patches.	X Badges, Gold, S. S.	X Badges, Silver, S. S.	Badges, Gilt, S. S.	X Bars, Silver, S. S.	Bars, Gilt, S. S.	X Badges, Silver, 1 cl. M.	X Bars, Silver, 1 cl. M.	V Bars, Bronze, 1 cl. M.	Bars, Gilt, 1 cl. M.	Badges, Gilt, M.	Bronze Bust.	Individual Medals, Brigade Rifle Match.	Medals for Faithful Service.	Gold Clasps (Eagles) for Medals.	Silver Clasps (Eagles) for Medals.	
Remaining on hand September 30, 1898, - - - - -	14	100	50	25	50	1,032	200	435	19	200	124,567	26,952	405	21,000	....	2	1	5	2	1	6	4	7	3	1	1	4	1	1	
Taken up, - - - - -	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Received from purchase, - - - - -	..	..	..	..	..	..	..	..	..	..	1,000	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..
Total to be accounted for, - - - - -	14	100	50	25	50	1,032	200	435	19	200	125,567	26,952	405	21,000	1	2	1	5	2	1	6	4	7	3	1	1	6	1	1	
Issued to Connecticut National Guard, - - - - -	..	..	..	..	..	..	..	..	..	..	30,550	100	32	12,000	..	..	..	..	..	..	..	..	..	..	..	..	4	..	..	..
Expended, - - - - -	..	..	..	..	..	..	..	..	..	..	..	1,852	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Sold S. O. A. G. O., No. 225, - - - - -	..	..	..	..	..	..	..	..	..	..	16,000	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Transferred to Brig.-Gen. Geo. B. Newton, Quartermaster-General,	14	100	50	25	50	1,032	200	435	19	200	79,017	25,000	373	9,000	1	2	1	5	2	1	6	4	7	3	1	1	2	1	1	
Total issued, expended, sold and transferred, - - - - -	14	100	50	25	50	1,032	200	435	19	200	125,567	26,952	405	21,000	1	2	1	5	2	1	6	4	7	3	1	1	6	1	1	

LOUIS N. VAN KEUREN, QUARTERMASTER-GENERAL.
ORDNANCE AND ORDNANCE STORES. — (Concluded.)

OCTOBER 1, 1898, TO JANUARY 4, 1899.	RIFLES AND MUSKETS.					SABRES, SWORDS, CUTLASSES, AND BAYONETS.					EQUIPMENTS, MISCELLANEOUS.																																						
	Springfield B. L. Rifles, cal. .45.	Rifles, assorted, samples.	Magazine Rifle, U. S., cal. .30.	Springfield Rifles, cal. .58.	Lee Magazine Rifles, cal. .45 complete.	Flint Lock Muskets.	Colt's Revolvers.	Artillery Sabres.	N. C. Staff Swords.	Field Officers' Sabres, U. S.	Navy Knives.	Cutlasses, complete.	Hospital Knives, complete.	Bayonets.	Bayonets (Jint Lock Muskets.	Cartridge Boxes.	Bayonet Scabbards.	Waist Belts.	Waist Belt Plates.	Artillery Sabre Belts.	Artillery Sabre Belt Plates.	N. C. Staff Swords, Belts, Plates and Throgs.	Holsters.	Knapsacks.	Blanket Bags.	Haversacks.	Canteens.	Music Pouches.	Signal Kits.	Hunters' Hatchets.	Chamois Cases for F. O. Sabres U. S.	Gun Slings.	Arm Chests.	Packing Cases for Pistols.	Bugles.	Cords and Tassels for Bugles.	Navy Lanyards.	Army Signal Torches.	Medical Officer's Orderly Pouch.	Hospital Pouches.	Boatswains' Whistles.	Blanket Bag Coat Straps.	Cartridge Belts with Fasteners.	Merriam Packs.	Components and Appendages for Springfield Rifles, lot.				
Remaining on hand September 30, 1898, - - - - -	1,249	10	1	8	80	44	239	70	12	4	4	43	5	1,390	24	118	1,926	1,281	1,321	56	34	10	170	773	989	2,963	1,108	25	41	12	4	1,296	205	2	23	69	9	9	1	4	3	797½	320	64	1				
Received from Connecticut National Guard, - - - - -	3						11				1							9	9				11	13	7	11	10		4	1							4		1	2				192					
Received from Loans Returned, - - - - -	32										1						12	12	12	1	1						70					12																	
Received from United States Government, War Department, - - - - -																																														64			
Received from purchase, - - - - -							1																																										
Total to be accounted for, - - - - -	1,284	10	1	8	80	44	251	71	12	4	5	43	5	1,390	24	118	1,938	1,302	1,242	57	35	10	181	786	996	3,044	1,118	25	45	13	4	1,308	205	2	27	69	10	11	1	4	3	989½	320	64	1				
Issued to Connecticut National Guard, - - - - -	7													83																																			
Loaned, - - - - -	28																12	12	12							70						12																	
Issued to Governor's Guard, - - - - -							10											10	10				10																										
Expended, - - - - -																	36	23	34									249					17			23													
Sold as per S. O. A. G. O., No. 225, - - - - -				8												7			5	22				786		1,734		25	32			2																	
Sold at Camp Haven, - - - - -																					3																												
Dropped, - - - - -														64																																			
Transferred to Brig.-Gen. Geo. B. Newton, Quartermaster-General, - - - - -	1,249	10	1		80	44	241	71	12	4	5	43	5	1,243	24	111	1,890	1,257	1,181	35	35	7	171	996	1,240	869		13	13	4	1,294	188	2	4	69	10	11	1	4	3	989½	320	64	1				
Total Issued, Expended, Sold and Transferred, - - - - -	1,284	10	1	8	80	44	251	71	12	4	5	43	5	1,390	24	118	1,938	1,302	1,242	57	35	10	181	786	996	3,044	1,118	25	45	13	4	1,308	205	2	27	69	10	11	1	4	3	989½	320	64	1				

[illegible]

PROPERTY

LOUIS N. VAN KEUREN, C

QUARTERMASTER

OCTOBER 1, 1898, TO JANUARY 4, 1899.

	Company Chests.																							
	Auger.																							
	Bit Stocks.																							
	Claw Chisels.																							
	Hammers.																							
	Crow Bars.																							
	Marking Poles.																							
	Stencil Plates, sets.																							
	Padlocks, brass.																							
	Padlocks, iron.																							
	Screwdrivers, wood.																							
	Cold Chisels.																							
	Anvils.																							
	Blacksmith Drill.																							
	Blacksmith Forge.																							
	Hoof Knives.																							
	Rasps.																							
	Twist Drills.																							
	Reamers.																							
	Drill Chuck.																							
	Sledges.																							
	Punches.																							
	Stilson Wrenches.																							
	Monkey Wrenches.																							
	Ice Axe.																							
	Ice Tongs.																							
	Pliers.																							
	Bench Vises.																							
	Pipe Tongs.																							
	Box Hooks.																							
	Wire Stretcher.																							
	Wire Cutters.																							
	Try Squares.																							
	Shears.																							
	Files.																							
	Tongs.																							
	Buttress.																							
	Pincers.																							
	Sheep Shears.																							
	Tinners' Shears.																							
	Nail Pullers.																							
	Soldering Irons.																							
	Rip Saws.																							
	Hack Saws.																							
	Buck Saws.																							
	Fuze Saws.																							
	Planes.																							
	Lawn Shears.																							
	Lawn Mowers.																							
	Turf Cutters.																							
	Seythe and Snath.																							
	Sickles.																							
	Hardie.																							
	Savage.																							

OCTOBER 1, 1898, TO JANUARY 4, 1899.

	Coal Boxes.		Water Tanks.		Ice Water		Soap Dishes.		Bread Cutter.		Platters.		Insulated Wire Coils.		Horseshoe Nails, lbs.		Horseshoes, kegs.		Tent Slips, metal.		Strawboard for Targets.		Rivets, Copper, lbs.		Glue, barrels, lbs.		Saw Sets.		Gas Pliers.		Bit Screwdrivers.		Ice Scraper.		Saw Horse.		Jack Screw.		Jack Screw Lever.	
--	-------------	--	--------------	--	-----------	--	--------------	--	---------------	--	-----------	--	-----------------------	--	-----------------------	--	-------------------	--	--------------------	--	-------------------------	--	----------------------	--	---------------------	--	-----------	--	-------------	--	-------------------	--	--------------	--	------------	--	-------------	--	-------------------	--

STER'S STORES.

[illegible]

	1	.	.	Pruning Shears.
4	4	.	.	Trigger Weights.
1	1	.	.	Adze.
6	6	.	.	Chisels, Carpenter's.
1	1	.	.	Spokeshave.
1	1	.	.	Iron Rake.
1	1	.	.	Mirror.
2	2	.	.	Letter Scales.
80	80	.	.	Rubber Stamps.
1	1	.	.	Guard Watch.
2	2	.	.	Thermometers
1	1	.	.	Desk Ruler.
4	4	.	.	Paper Weights.
2	2	.	.	Tables.
1	1	.	.	Wringer.
25	25	.	.	Goblets.
3	3	.	.	Clocks.
1	1	.	.	Drawing, Camp Ground.
1	1	.	.	Bookcase.
1	1	.	.	Long Table.
2	2	.	.	Silver Service, sets.
9	9	.	.	Bolster Covers.
2	2	.	.	Wool Blankets, Gov- ernor's Quarters.
3	3	.	.	Portieres.
3	3	.	.	Hat Racks.
3	3	.	.	Toilet Sets.
3	3	.	.	Brass Bedsteads.
2	2	.	.	Oak Tables.
2	2	.	.	Office Tables.
3	3	.	.	Iron Washstands.
6	6	.	.	Hotel Jars.
3	3	.	.	Table Covers.
2	2	.	.	Bolsters.
128	128	.	.	Lamp Chimneys.
18	18	.	.	Lamp Wicks, dozen.
2	2	.	.	Grindstones.
1	1	.	.	Barometer.
319	319	.	.	Hay bales.
1	1	.	.	Rubber Blanket.
1	1	.	.	Hoop Iron, bundle.
3	3	.	.	Half Round Iron, bars.
3	3	.	.	Post Hole Shovels.
2	2	.	.	Potato Hooks.
1	1	.	.	Paste Brush.
1	1	.	.	Papering Brush.
3	3	.	.	Putty Knives.
16	16	.	.	Target Discs.
4	4	.	.	Danger Flags.
1	1	.	.	Large Stamp, C.N.G.
1	1	.	.	Push Cart.
1	1	.	.	Dies, State Decorations.
1	1	.	.	Office Lamp.
1	1	.	.	Hay Press.
1	1	.	.	Cheek Perforator.
1	1	.	.	Beam Scales.
1	1	.	.	Screw Plate.
1	1	.	.	Ice Saw.
1	1	.	.	Taps, set.
1	1	.	.	Coal Hods.
1	1	.	.	Coal Shovels.
1	1	.	.	Pokers.
5	5	.	.	Table Covers.
1	1	.	.	Ice Boxes.
1,458	1,783	325		Cotton Cloth, yds.

State of Connecticut.

AUDITORS' REPORT.

TO HIS EXCELLENCY, GEORGE E. LOUNSBURY, *Governor* :

This certifies that we have examined the accounts of George B. Newton, Quartermaster-General, from January 4, 1899, to September 30, 1899, the end of the fiscal year, and have compared the same with the vouchers in the office, and find them correct.

Said account shows that at the end of the fiscal year there was a balance on hand of unexpended specific appropriations amounting to two thousand thirty-two dollars and twenty-four cents (\$2,032.24), which amount has been paid to the Treasurer of the State, as shown by his receipt therefor; and also shows that there was a balance in the hands of the Quartermaster-General of the special appropriation made by the General Assembly of 1899, amounting to three thousand one hundred and ninety-four dollars and nineteen cents (\$3,194.19), which amount was on deposit with the Phoenix National and the State Banks of Hartford.

D. WARD NORTHROP, } *Auditors of*
WALTER A. RILEY, } *Public Accounts.*

HARTFORD, CONN., November 24, 1899.

State of Connecticut.

QUARTERMASTER-GENERAL'S OFFICE.

STATEMENT OF

Receipts and Disbursements

FOR THE FISCAL PERIOD

JANUARY 4, 1899—SEPTEMBER 30, 1899.

Dr.

BRIG.-GEN. GEORGE B. NEWTON, Q.-M.-G.,

1899.

APPROPRIATIONS.

Jan. 4.	To cash received from Brig.-Gen. Louis N. Van Keuren, late Quartermaster-General,	\$2,866 65
Sept. 30.	To cash received orders of Comptroller,	140,335 27
	To cash received, rebate on Insurance Premium,	46 88

\$143,248 80

MISCELLANEOUS RECEIPTS DEPOSITED IN

1899.

Sept. 30.	To Cash received —	
	Rentals of Armories, - - - - -	\$405 00
	Sales of Condemned Military Stores, - -	1,879 02
	Sale of Underwear and Shoes, as per S. O.	
	No. 30, A. G. O., - - - - -	1,426 71
	Sale of Forage, - - - - -	122 86
	Railroad Tickets paid for, - - - - -	40 75
		<hr/>
		\$3,874 34

IN ACCOUNT WITH THE STATE OF CONNECTICUT.

Cr.

1899.

APPROPRIATIONS.

Sept. 30. By Cash expended—

Ammunition,	-	-	-	-	-	-	\$593 70
Armory Rents,	-	-	-	-	-	-	3,966 50
Arsenal Repairs,	-	-	-	-	-	-	167 10
Care of Armories,	-	-	-	-	-	-	9,535 24
Care of Arms,	-	-	-	-	-	-	80 42
Care of Public Property,	-	-	-	-	-	-	5,425 31
Connecticut National Guard,	-	-	-	-	-	-	44,076 92
Contingent Expenses,	-	-	-	-	-	-	288 47
Freight and Express,	-	-	-	-	-	-	977 72
Naval Militia,	-	-	-	-	-	-	10 088 87
New Uniforms,	-	-	-	-	-	-	40,794 77
Office Expenses,	-	-	-	-	-	-	265 92
Officers' Compensation,	-	-	-	-	-	-	308 56
Rifle Ranges,	-	-	-	-	-	-	965 84
Transportation,	-	-	-	-	-	-	6 521 32
Uniform Repairs,	-	-	-	-	-	-	105 22
Niantic Camp Ground,	-	-	-	-	-	-	13,860 49

\$138,022 37

By unexpended balances of Specific Appropriations, 1897,
returned to Treasurer, - - - - -

2,032 24

\$140,054 61

By balance on hand unexpended amounts of Special Ap-
propriations of General Assembly, 1899, - - -

3,194 19

\$143,248 80

STATE TREASURY, AS REQUIRED BY LAW.

1899.

Sept. 30. By Cash paid State Treasurer, - - -

\$3,874 34

\$3,874 34

REPORT.

STATE OF CONNECTICUT,
QUARTERMASTER-GENERAL'S OFFICE,
HARTFORD, Sept. 30, 1899.

To His Excellency, George E. Lounsbury, Governor :

*Sir :—*I have the honor to submit the following report of this department from January 4, 1899, to September 30, 1899 ; also the report of my predecessor Brigadier-General Louis N. Van Keuren, late Quartermaster-General, from October 1, 1898, to January 4, 1899, inclusive ; thus completing the report for the entire year ending September 30, 1899.

FINANCIAL.

The gross receipts for this office from January 4 to September 30, 1899, were \$147,123.14 and the expenditures \$141,896.71, leaving a balance of \$5,226.43. Of this latter amount \$2,032.24 is the unexpended balance of the appropriations of the General Assembly of 1897, for the two years ending September 30, 1899 ; and \$3,194.19 is the unexpended balance of the special appropriations of 1899. Of the receipts, \$3,874.34 was from miscellaneous sources outside of the treasury, which was turned into the treasury in accordance with law ; \$2,866.65 was cash received from my predecessor, Quartermaster-General Van Keuren ; and \$140,335.27 was received on orders of the Comptroller.

The disbursements on account of the Connecticut National Guard amounted to \$138,022.37. This unusually large expenditure was due to the fact that, as the result of service in the Spanish-American war, the greater part of the National Guard

was without arms, uniforms or equipments, which it was necessary to supply. In addition to this, the department was compelled to replace most of the canvas and general camp equipage, which had been worn out or irreparably injured during the long occupation of the state camp in 1898. The new water supply system alone necessitated no small expense.

Whatever work this department has been able to accomplish was made possible by the favorable action of the General Assembly of 1899, which turned over to this office \$49,500 from the unexpended appropriations for the encampment of 1898, and also made a distinct special appropriation of \$60,000, in addition to the regular specific appropriations.

NAVAL BATTALION.

When the Naval Militia went into the United States service for the war with Spain they took with them, in compliance with Special Order No. 98, A. G. O., dated June 13, 1898, their uniform clothing, blankets, mattresses, hammocks, etc., all of which was state property. On their return at the close of the war it was found that most of this property had been expended or was in an unserviceable condition, but the property was still charged on the books of this office to the individual men. By resolution, approved May 11, 1899, the General Assembly authorized the Quartermaster-General to drop from his books all state property charged to the officers or enlisted men of the Naval Battalion. As a consequence, at the beginning of the year the Naval Battalion was without arms, uniforms or equipments. Since that time the First and Second Divisions have been completely uniformed and equipped, and upon the organization of the Third Division, this command was also furnished with arms, uniforms and equipments. The total expense to the state of the Naval Battalion from January 4, to September 30, was \$10,088.87.

The assignment by the government of the U. S. S. Elfrida for the use of the Naval Battalion of this state, under the charge

of this department, has proved, so far, a useful and advantageous arrangement. Owing to the fact that the men in charge of the vessel are employed by the government, the expense of maintaining the Elfrida as a practice vessel is not so great as it would be otherwise. The boilers have always been in an unserviceable condition, and unless the Navy Department is willing to put them in proper shape the use of the boat under her own steam will be seriously interfered with, if not prevented altogether.

UNIFORMS.

In March, 1899, nearly 3,000 dress coats and helmets were sold, after an opportunity had been given the companies of the National Guard to purchase as many as they wished for private use.

A quantity of underwear and shoes remaining after the equipment of the state troops in the Spanish-American war was sold to the Soldiers' Home at Noroton for \$1,426.71.

Arrangements were made in February for the purchase of uniforms corresponding to the regulation U. S. army fatigue uniform, and between that date and the annual encampment the following commands were fitted out. The First Regiment, consisting of nine companies; the Third Regiment, consisting of eight companies; five companies of the Fourth Regiment; two platoons of Battery "A"; the Second and Third Sections of the Brigade Signal Corps; the Engineer Division and the First, Second and Third Divisions of the Naval Battalion.

Overcoats of the new pattern were bought and issued to the First, Third and Fourth Regiments and to Battery "A." New blankets were issued to the First and Third Regiments throughout, five companies of the Fourth Regiment and to the Battery. A number have also been issued to various companies.

The department has under consideration the matter of furnishing the brigade, for use during the encampment, with the khaki clothing, which has been adopted as a regulation service uniform by the War Department. It is believed that the state

would be amply repaid for the comparatively small cost which the purchase of this uniform would entail by the consequent saving in the wear of the fatigue uniform, and by the increased comfort and health of the men during field drills in hot weather. The addition of this clothing to our bill of dress would place the National Guard on a perfect equality with the regular troops as regards service uniforms for both hot and cold weather.

STATE CAMP GROUND—WATER SUPPLY.

The long occupation of the state camp ground at Niantic in 1898, and the sickness that developed there at the close of this occupation, led the department to give its first attention to the sanitary arrangements in order that the annual encampment might be held, not only without any unusual sickness among the troops, but without any fear of sickness on the part of the troops themselves or on the part of the public. The first matter for consideration in this connection was the establishment of a system for supplying the camp ground with good drinking water. Although the old wells on the ground might possibly have been used without serious consequences, it was decided that the wisest plan would be to take the water from a source entirely outside of the camp ground itself. After careful consideration of various plans for this purpose, and consultation with many authorities, it was decided to sink wells on the rising ground west of the camp overlooking the rifle range. About one acre of land was bought here, the water supply system used by the Bacon Air Lift Co., of New York, was adopted, and work begun about July 1st. Two wells were sunk to a depth of one hundred feet. It was found that both wells pierced two different strata of water bearing gravel, the first stratum starting at a depth of sixty-five feet below the level of the ground and running to seventy-five feet; and the second stratum starting at a depth of ninety feet and running to one hundred feet. Strainers were inserted in each well and the water taken jointly from the higher and lower strata. The combined yield in each well when pumped to its

capacity is one hundred and twenty gallons per minute, thus making the yield of the two wells two hundred and forty gallons per minute. The Bacon Air Lift apparatus was installed in each well. It is impossible here to give a complete technical description of this device, but a general statement of the process is as follows: After a well has been sunk, two pipes or casings are inserted, one inside the other. Between the exterior and the interior pipes air is driven down by a Bacon Air Lift pump and forced into the water, which is in this way raised through the interior pipe to the desired level. At the state camp ground this level is about five feet below the surface. On reaching this point the water is discharged through a horizontal line of pipe into an aerating basin, from which it is pumped into mains for distribution. In the plant at Niantic this basin is a square structure of brick and concrete, with an opening at the top having an iron cover flush with the surface of the ground. It has a capacity of thirty-two hundred gallons. The power house is situated near the aerating basin, between the two wells, and is a frame building covered and roofed with corrugated iron. The machinery it contains is placed on heavy brick and concrete foundations, and consists of the boiler, pumps and the air compressors. The boiler is a forty horse-power vertical boiler, in connection with which are a feed-water heater and a boiler feed-pump. There are two straight-line, crank and fly wheel, steam-actuated air compressors, each having a twelve-inch steam cylinder, twelve-inch air cylinder and twelve-inch stroke. Either of these machines is easily capable of running the entire system, thus making a duplicate plant in this respect. There is also a double set of pressure pumps of duplex type, each having eight-inch diameter steam cylinders, six-inch diameter water cylinders and ten-inch stroke. Either of these pumps is of sufficient capacity to pump all the water, thus making a duplicate plant in this respect also. The machinery is fitted throughout with the best modern appliances. The steam pipes are covered with asbestos, and all connections and fittings are of the best quality. A gauge board is attached to

the wall of the power house, showing steam, water and air pressure, so that the engineer can tell at a glance how the whole plant is operating.

The water is carried to the camp ground by a four-inch main running across the rifle range to a point near the quartermaster's store house, where it is divided into two three-inch mains, one running south and one running north. The main running south turns at a point near the entrance to the ground, and is carried east along the south side of the camp ground with hydrants for the hospital and guard quarters, the governor's and brigade staff quarters, the gate and stables. From the main running north the line is carried east down the entire length of the officers' street, with hydrants in front of each company quarters. Further to the north another line is carried east from this main, along the north side of the camp ground, in the rear of the mess building, with hydrants at convenient intervals, and a large fire hydrant at each of the mess houses. This line is connected at the east end with the line running through the officers' street, and short lines are run from it to the several stables. The pipes are so arranged that double the number of hydrants at present installed can be put in. Hydrants are fitted with spring faucets to prevent waste of water. All the piping is of the best quality galvanized iron, and all mains are at least three feet under ground.

About eighty pounds of steam is required to operate the plant. The water is very palatable and of superior quality, and comes from the ground at an average temperature of fifty-two degrees, so that it is not necessary to use ice for drinking purposes. The analysis of the water made by Dr. Thomas B. Stillman, Department of Analytical Chemistry, Stevens Institute of Technology, Hoboken, N. J., is as follows :

Chlorine, as chlorides, - - -	8.000 parts per million.
Nitrites, - - - - -	none.
Nitrates, - - - - -	0.326 part per million.
Free Ammonia, - - - - -	0.100 " " "
Albuminoid Ammonia, - - -	0.090 " " "
Mineral Matter, - - - - -	40.000 parts " "
Organic and Volatile, - - -	16.000 " " "
Total solid, - - - - -	56.000 " " "

The cost of establishing this water supply system was \$10,422.39, which included all the expenses of running the plant during the encampment.

SINKS, GUARD HOUSE, ETC.

Next to the water supply the sinks were the most important matter, from a sanitary standpoint, demanding attention. On the recommendation of the Surgeon-General the old buildings were retained, with the exception of the sink belonging to the hospital, which was replaced with a new structure. Concrete troughs were built under each sink building, which were cleaned and disinfected every day during their use. To prevent any possible chances of illness from the retention of the old buildings they were thoroughly cleaned and painted, inside and out, and furnished with new seats, after fumigation. During the encampment solid wooden screens, which shut down over the concrete troughs completely enclosing this part of each sink, were added. The guard house, which was in a bad condition as a result of its use in 1898, was thoroughly cleaned, fumigated and painted. The brigade mess house which had been used as a hospital during the preceding summer, was also fumigated and cleaned, after which it was moved to the west side of the ground, where it has been utilized as a storehouse for wooden material and hardware. A new building was built for the brigade mess house after the ground on which the old building stood had been disinfected.

A much-needed improvement in the camp ground itself was the filling up and grading of the depression in that part of the parade ground lying close to and northeast of the governor's

pagoda. This hollow had previously interfered to a considerable extent with drills, and was especially troublesome when the brigade was passing in review. After the encampment the pagoda was moved to a point midway between the governor's and brigade staff quarters, thus giving an uninterrupted view of the parade ground from the quarters of the Commander-in-Chief.

CAMP EQUIPMENT.

As a further matter of hygienic precaution all the old mattresses and the tent floors which had been used by the men during 1898, were destroyed and replaced by new tent floors and mattresses.

It was also found necessary to replace most of the canvas belonging to the state. Seven hundred improved common tents were accordingly bought in the open market and fifty wall tents drawn from the government.

To carry out the plan of having the troops prepare their own food during the encampment it was necessary to buy forty of the so-called Buzzacott cooking out-fits, and forty-four iron camp kettles.

ORDNANCE.

The preparation of their rations by the men themselves entailed the purchase of twenty-five hundred regulation mess out-fits which were issued to the entire brigade. A like number of haversacks and canteens was bought, as well as eighteen hundred blanket bags. Two hundred and fifty Springfield rifles were drawn from the government, and nine hundred woven web cartridge belts were bought in the market.

At the beginning of the year Battery "A" was without uniforms or equipments. The old field guns were at Niantic. On the order of the Adjutant-General this command was completely armed, uniformed and equipped in time for the encampment. This included the purchase from the war department of sixteen double sets of the latest pattern of artillery harness.

The department has had some correspondence with the government in reference to providing new field guns for the battery. In view, however, of the present uncertainty as to the best arm for light artillery it is not considered a favorable time to procure new guns, in spite of the fact that the guns now owned by the state are of obsolete pattern. As soon as the matter of field artillery has passed through its present experimental stage, it would be desirable for the state to obtain a suitable number of the best guns of this kind.

Plans are maturing for replacing the Gatling guns now in possession of the Machine Gun Battery with new Gatlings of the latest design, and it is confidently expected that these plans will be carried out before the next encampment.

The National Guard of the state is now in a very satisfactory condition as regards uniforms and equipments. All articles of these two classes in possession of the militia are of the latest style, and a large part of them are new. If the brigade should be at present mobilized in connection with the regular troops it would present an entire similarity of equipment and clothing.

TRANSPORTATION.

The department arranged transportation for the field days of the different commands as follows: The First Regiment at Hartford on May 18th; the Second Regiment at New Haven on May 25th; the Third Regiment at New London on June 30th; the Fourth Regiment at Bridgeport on May 26th; the Machine Gun Battery at New Haven on May 25th, and the Brigade Signal Corps at New Haven on May 30th. The First and Third Divisions of the Naval Battalion were transported to New Haven for their annual cruise on the U. S. S. *Prairie*, August 16th, and returned to their home stations August 24th.

The transportation to and from the annual encampment was also arranged as usual by this department. In order to facilitate the movement of the trains carrying the men, the baggage trains were made up independently and the baggage of the brigade was

moved on August 19th and 20th—the two days preceding the date on which the troops were ordered into camp,—except baggage from Danbury, Putnam, Danielson, Branford, Guilford and Westerly, R. I. The horses, machine guns and bicycles were also transported on the 20th. This arrangement greatly facilitated the movement of the military trains on the morning of the 21st, and the transportation of the men was consequently made with promptness and without accident, the whole brigade arriving in camp before 10 A. M., August 21st. The command which left its home station at the earliest hour was Company G, Fourth Regiment, which left Danbury at 5:20 A. M. The last train which reached Niantic was that of the Third Regiment which was due to arrive at 9:45 A. M. The horses and machine gun (Third Section) and the baggage of the Third Regiment were moved overland. On the return of the troops Saturday, August 26th, the baggage was, as far as possible, moved separately from the men with satisfactory results. It would be well where practicable, when the baggage is moved by separate trains, to have a commissioned officer detailed to take charge of the military discipline of each train as some little friction has frequently arisen between the individual soldiers and the employees of the railroad companies, which, though not of a serious character, has occasioned some annoyance and has sometimes interfered with the prompt movement of the trains.

The department hopes that in the future it may be possible to make some arrangement with the railroad companies by which tickets may be dispensed with, as the universal use of tickets in the matter of general transportation has been found to result in considerable confusion as regards the accounts of officers.

The safe and prompt transportation on these occasions was due to the efficient work of the N. Y., N. H. & H. Railroad Company, the Central Vermont Railroad Company, and the Central New England Railroad Company, to whose officials the thanks of this department are due.

ARMORIES.

The armories throughout the state, both those owned by the state and those leased, are generally in a satisfactory condition. The care of the state armories involves a great deal of detail work and inspection, and as most of the officers in charge receive no compensation for the time this matter demands, it is not to be expected that the buildings can be kept in the best condition without frequent visits of inspection by the officials of this department. If the general work of this office increases in the future to any considerable extent it may be considered good policy either to pay each officer in charge of an armory a reasonable sum per year, and require a strict supervision by him, or to establish some position in this department whose occupant shall have entire charge of all the armories.

Arrangements have been made with the Southern New England Telephone Company for the establishment of pay station telephones in each state armory. It is believed that this arrangement is advisable on any reasonable conditions, as direct communication from and with each armory is an important factor at any time, and in case of serious disturbance might be exceedingly valuable.

DEWEY CELEBRATION.

The Quartermaster-General was made the custodian and disbursing agent of the funds for the Dewey Celebration in New York, September 29th to October 1st. Under orders of the Commander-in-Chief the First and Second companies of the Governor's Foot Guard, the Second Regiment and the Naval Battalion participated in the celebration. The Second Regiment and the Naval Battalion went to New York from New Haven by boat, the Second Company Governor's Foot Guard by rail, and the First Company Governor's Foot Guard went from Hartford by boat. Practically all of this transportation was managed by

the various officers of these commands. Their arrangements were referred to this office for supervision a short time before the movement was made. Although this plan relieved this department of some work and responsibility the result showed that it is in general advisable to have transportation arranged and controlled from one point.

RIFLE RANGES.

All the rifle ranges were repaired during the spring. As the range for the New Britain companies was unsatisfactory and somewhat unsafe it was decided to allow those companies a certain amount for transportation, and permission was given them by the colonel of the First Regiment to use the range at Hartford for practice. At Bridgeport land for a new range in the outskirts of the city was leased and this has proved one of the most satisfactory ranges in the state.

EXPENSES OF SICK VOLUNTEERS — SPANISH-AMERICAN WAR.

By Special Law No. 545, approved June 20, 1899, the General Assembly appropriated \$10,000 to be used by the Quartermaster-General in paying the expenses incurred by the volunteer soldiers from this state in the Spanish-American war because of illness. It was further provided that itemized accounts of such expenses should be presented to the Quartermaster-General and Surgeon-General for examination, and the claims should be paid only after receiving the approval of the governor. With a view to carrying out the provisions of this act the department formulated blanks for the presentation of such claims and these have been distributed to all applicants. The ensuing correspondence and conferences with applicants have not been inconsiderable, and from the applications already filed it seems probable that the claims will amount at least to twice the amount of the appropriation.

HEADSTONES AND FUNERAL EXPENSES.

During the year ending September 30, 1899, the department has caused to be erected 239 headstones at the graves of veterans of the Civil War at an expense of \$3,585. The payment of funeral expenses has been approved in 198 cases of deceased veterans of the Civil War, the total expense of which was \$6,918.

Blanks have been prepared for the presentation of applications for headstones and the payment of funeral expenses of soldiers who served in the Spanish-American war, in accordance with the laws passed by the last General Assembly.

I have the honor to be,

Very respectfully, your obedient servant,

GEORGE B. NEWTON,

Quartermaster-General.

TABLE 1.

PROPERTY RETURN.

GEORGE B. NEWTON, QUARTERMASTER-GENERAL.

CAMP AND GARRISON EQUIPAGE.

JANUARY 4, 1899, TO SEPTEMBER 30, 1899.	TENTS.						TENT FLIES.	TENT FLOORS.	TENT POLES, SETS.	TENT STAKES, PINS, ETC.	BEDS AND FURNITURE.																	MISCELLANEOUS.																																																																																																																																																																																																																																																																
	Headquarter. Colonel's. Hospital. Wall.	Improved Common. Common (A) Chapel. Conical	Shelter, complete. Headquarter.	Colonel's. Headquarter Wall. Hospital.	Wall.	Common.	Headquarter. Colonel's Headquarter Wall. Hospital. Wall. Common.	Headquarter. Colonel's Hospital. Wall. Conical. Common.	Tent Bags. Tent Stoves.	Ridge Irons.	Stakes, large.	Stakes, small.	Pins, large.	Pins, small.	Iron Bedsteads, U. S. Woven Wire Beds. Slat Cot Beds. Mattresses, U. S. Mattresses. Pillows. Pillow Cases. Sheets. Bed Spreads Towels. Rugs. Druggets. Camp Desks. Tables, walnut. Tables, pine. Chairs, splint seat. Chairs, barrack, U. S. Chairs, assorted Washstands. Mirrors. Washbasins. Wash Bowls. Water Pitchers. Wood Pails. Candlesticks. Gun Racks. Hanging Lamps. Furniture Sets for Headquar- ters. Lounge, carpet. Lounge, rattan. Hammocks, complete. Bases for Gun Racks. Mattress Covers. Brooms, Floor. Brooms, Barn. Brooms, Lawn. Rakes, Wood. Rakes, Iron. Hoes. Spades. Shovels. Mallets, complete. Mauls, complete. Pitchforks Axes. Wheelbarrows. Baskets. Camp Signs, Lot. Telephone Equipment, set. Head Lights. Lanterns Force Pumps. Sand Pumps Camp Badges, Q. M. G. Camp Badges, Sutler's. Garbage Cans. Canvas Covers for Wagons. Ambulance Wagons Street Lamps. Watering Carts. Pickaxes. Buzzacott Cooking Outfits. Iron Kettles with Racks. Rea Fire Extinguishers.	Colonel's. Hospital. Wall.	Improved Common. Common (A) Chapel. Conical	Shelter, complete. Headquarter.	Colonel's. Headquarter Wall. Hospital.	Wall.	Common.	Headquarter. Colonel's Headquarter Wall. Hospital. Wall. Common.	Headquarter. Colonel's Hospital. Wall. Conical. Common.	Tent Bags. Tent Stoves.	Ridge Irons.	Stakes, large.	Stakes, small.	Pins, large.	Pins, small.	Iron Bedsteads, U. S. Woven Wire Beds. Slat Cot Beds. Mattresses, U. S. Mattresses. Pillows. Pillow Cases. Sheets. Bed Spreads Towels. Rugs. Druggets. Camp Desks. Tables, walnut. Tables, pine. Chairs, splint seat. Chairs, barrack, U. S. Chairs, assorted Washstands. Mirrors. Washbasins. Wash Bowls. Water Pitchers. Wood Pails. Candlesticks. Gun Racks. Hanging Lamps. Furniture Sets for Headquar- ters. Lounge, carpet. Lounge, rattan. Hammocks, complete. Bases for Gun Racks. Mattress Covers. Brooms, Floor. Brooms, Barn. Brooms, Lawn. Rakes, Wood. Rakes, Iron. Hoes. Spades. Shovels. Mallets, complete. Mauls, complete. Pitchforks Axes. Wheelbarrows. Baskets. Camp Signs, Lot. Telephone Equipment, set. Head Lights. Lanterns Force Pumps. Sand Pumps Camp Badges, Q. M. G. Camp Badges, Sutler's. Garbage Cans. Canvas Covers for Wagons. Ambulance Wagons Street Lamps. Watering Carts. Pickaxes. Buzzacott Cooking Outfits. Iron Kettles with Racks. Rea Fire Extinguishers.	Colonel's. Hospital. Wall.	Improved Common. Common (A) Chapel. Conical	Shelter, complete. Headquarter.	Colonel's. Headquarter Wall. Hospital.	Wall.	Common.	Headquarter. Colonel's Headquarter Wall. Hospital. Wall. Common.	Headquarter. Colonel's Hospital. Wall. Conical. Common.	Tent Bags. Tent Stoves.	Ridge Irons.	Stakes, large.	Stakes, small.	Pins, large.	Pins, small.	Iron Bedsteads, U. S. Woven Wire Beds. Slat Cot Beds. Mattresses, U. S. Mattresses. Pillows. Pillow Cases. Sheets. Bed Spreads Towels. Rugs. Druggets. Camp Desks. Tables, walnut. Tables, pine. Chairs, splint seat. Chairs, barrack, U. S. Chairs, assorted Washstands. Mirrors. Washbasins. Wash Bowls. Water Pitchers. Wood Pails. Candlesticks. Gun Racks. Hanging Lamps. Furniture Sets for Headquar- ters. Lounge, carpet. Lounge, rattan. Hammocks, complete. Bases for Gun Racks. Mattress Covers. Brooms, Floor. Brooms, Barn. Brooms, Lawn. Rakes, Wood. Rakes, Iron. Hoes. Spades. Shovels. Mallets, complete. Mauls, complete. Pitchforks Axes. Wheelbarrows. Baskets. Camp Signs, Lot. Telephone Equipment, set. Head Lights. Lanterns Force Pumps. Sand Pumps Camp Badges, Q. M. G. Camp Badges, Sutler's. Garbage Cans. Canvas Covers for Wagons. Ambulance Wagons Street Lamps. Watering Carts. Pickaxes. Buzzacott Cooking Outfits. Iron Kettles with Racks. Rea Fire Extinguishers.	Colonel's. Hospital. Wall.	Improved Common. Common (A) Chapel. Conical	Shelter, complete. Headquarter.	Colonel's. Headquarter Wall. Hospital.	Wall.	Common.	Headquarter. Colonel's Headquarter Wall. Hospital. Wall. Common.	Headquarter. Colonel's Hospital. Wall. Conical. Common.	Tent Bags. Tent Stoves.	Ridge Irons.	Stakes, large.	Stakes, small.	Pins, large.	Pins, small.	Iron Bedsteads, U. S. Woven Wire Beds. Slat Cot Beds. Mattresses, U. S. Mattresses. Pillows. Pillow Cases. Sheets. Bed Spreads Towels. Rugs. Druggets. Camp Desks. Tables, walnut. Tables, pine. Chairs, splint seat. Chairs, barrack, U. S. Chairs, assorted Washstands. Mirrors. Washbasins. Wash Bowls. Water Pitchers. Wood Pails. Candlesticks. Gun Racks. Hanging Lamps. Furniture Sets for Headquar- ters. Lounge, carpet. Lounge, rattan. Hammocks, complete. Bases for Gun Racks. Mattress Covers. Brooms, Floor. Brooms, Barn. Brooms, Lawn. Rakes, Wood. Rakes, Iron. Hoes. Spades. Shovels. Mallets, complete. Mauls, complete. Pitchforks Axes. Wheelbarrows. Baskets. Camp Signs, Lot. Telephone Equipment, set. Head Lights. Lanterns Force Pumps. Sand Pumps Camp Badges, Q. M. G. Camp Badges, Sutler's. Garbage Cans. Canvas Covers for Wagons. Ambulance Wagons Street Lamps. Watering Carts. Pickaxes. Buzzacott Cooking Outfits. Iron Kettles with Racks. Rea Fire Extinguishers.	Colonel's. Hospital. Wall.	Improved Common. Common (A) Chapel. Conical	Shelter, complete. Headquarter.	Colonel's. Headquarter Wall. Hospital.	Wall.	Common.	Headquarter. Colonel's Headquarter Wall. Hospital. Wall. Common.	Headquarter. Colonel's Hospital. Wall. Conical. Common.	Tent Bags. Tent Stoves.	Ridge Irons.	Stakes, large.	Stakes, small.	Pins, large.	Pins, small.	Iron Bedsteads, U. S. Woven Wire Beds. Slat Cot Beds. Mattresses, U. S. Mattresses. Pillows. Pillow Cases. Sheets. Bed Spreads Towels. Rugs. Druggets. Camp Desks. Tables, walnut. Tables, pine. Chairs, splint seat. Chairs, barrack, U. S. Chairs, assorted Washstands. Mirrors. Washbasins. Wash Bowls. Water Pitchers. Wood Pails. Candlesticks. Gun Racks. Hanging Lamps. Furniture Sets for Headquar- ters. Lounge, carpet. Lounge, rattan. Hammocks, complete. Bases for Gun Racks. Mattress Covers. Brooms, Floor. Brooms, Barn. Brooms, Lawn. Rakes, Wood. Rakes, Iron. Hoes. Spades. Shovels. Mallets, complete. Mauls, complete. Pitchforks Axes. Wheelbarrows. Baskets. Camp Signs, Lot. Telephone Equipment, set. Head Lights. Lanterns Force Pumps. Sand Pumps Camp Badges, Q. M. G. Camp Badges, Sutler's. Garbage Cans. Canvas Covers for Wagons. Ambulance Wagons Street Lamps. Watering Carts. Pickaxes. Buzzacott Cooking Outfits. Iron Kettles with Racks. Rea Fire Extinguishers.	Colonel's. Hospital. Wall.	Improved Common. Common (A) Chapel. Conical	Shelter, complete. Headquarter.	Colonel's. Headquarter Wall. Hospital.	Wall.	Common.	Headquarter. Colonel's Headquarter Wall. Hospital. Wall. Common.	Headquarter. Colonel's Hospital. Wall. Conical. Common.	Tent Bags. Tent Stoves.	Ridge Irons.	Stakes, large.	Stakes, small.	Pins, large.	Pins, small.	Iron Bedsteads, U. S. Woven Wire Beds. Slat Cot Beds. Mattresses, U. S. Mattresses. Pillows. Pillow Cases. Sheets. Bed Spreads Towels. Rugs. Druggets. Camp Desks. Tables, walnut. Tables, pine. Chairs, splint seat. Chairs, barrack, U. S. Chairs, assorted Washstands. Mirrors. Washbasins. Wash Bowls. Water Pitchers. Wood Pails. Candlesticks. Gun Racks. Hanging Lamps. Furniture Sets for Headquar- ters. Lounge, carpet. Lounge, rattan. Hammocks, complete. Bases for Gun Racks. Mattress Covers. Brooms, Floor. Brooms, Barn. Brooms, Lawn. Rakes, Wood. Rakes, Iron. Hoes. Spades. Shovels. Mallets, complete. Mauls, complete. Pitchforks Axes. Wheelbarrows. Baskets. Camp Signs, Lot. Telephone Equipment, set. Head Lights. Lanterns Force Pumps. Sand Pumps Camp Badges, Q. M. G. Camp Badges, Sutler's. Garbage Cans. Canvas Covers for Wagons. Ambulance Wagons Street Lamps. Watering Carts. Pickaxes. Buzzacott Cooking Outfits. Iron Kettles with Racks. Rea Fire Extinguishers.	Colonel's. Hospital. Wall.	Improved Common. Common (A) Chapel. Conical	Shelter, complete. Headquarter.	Colonel's. Headquarter Wall. Hospital.	Wall.	Common.	Headquarter. Colonel's Headquarter Wall. Hospital. Wall. Common.	Headquarter. Colonel's Hospital. Wall. Conical. Common.	Tent Bags. Tent Stoves.	Ridge Irons.	Stakes, large.	Stakes, small.	Pins, large.	Pins, small.	Iron Bedsteads, U. S. Woven Wire Beds. Slat Cot Beds. Mattresses, U. S. Mattresses. Pillows. Pillow Cases. Sheets. Bed Spreads Towels. Rugs. Druggets. Camp Desks. Tables, walnut. Tables, pine. Chairs, splint seat. Chairs, barrack, U. S. Chairs, assorted Washstands. Mirrors. Washbasins. Wash Bowls. Water Pitchers. Wood Pails. Candlesticks. Gun Racks. Hanging Lamps. Furniture Sets for Headquar- ters. Lounge, carpet. Lounge, rattan. Hammocks, complete. Bases for Gun Racks. Mattress Covers. Brooms, Floor. Brooms, Barn. Brooms, Lawn. Rakes, Wood. Rakes, Iron. Hoes. Spades. Shovels. Mallets, complete. Mauls, complete. Pitchforks Axes. Wheelbarrows. Baskets. Camp Signs, Lot. Telephone Equipment, set. Head Lights. Lanterns Force Pumps. Sand Pumps Camp Badges, Q. M. G. Camp Badges, Sutler's. Garbage Cans. Canvas Covers for Wagons. Ambulance Wagons Street Lamps. Watering Carts. Pickaxes. Buzzacott Cooking Outfits. Iron Kettles with Racks. Rea Fire Extinguishers.	Colonel's. Hospital. Wall.	Improved Common. Common (A) Chapel. Conical	Shelter, complete. Headquarter.	Colonel's. Headquarter Wall. Hospital.	Wall.	Common.	Headquarter. Colonel's Headquarter Wall. Hospital. Wall. Common.	Headquarter. Colonel's Hospital. Wall. Conical. Common.	Tent Bags. Tent Stoves.	Ridge Irons.	Stakes, large.	Stakes, small.	Pins, large.	Pins, small.	Iron Bedsteads, U. S. Woven Wire Beds. Slat Cot Beds. Mattresses, U. S. Mattresses. Pillows. Pillow Cases. Sheets. Bed Spreads Towels. Rugs. Druggets. Camp Desks. Tables, walnut. Tables, pine. Chairs, splint seat. Chairs, barrack, U. S. Chairs, assorted Washstands. Mirrors. Washbasins. Wash Bowls. Water Pitchers. Wood Pails. Candlesticks. Gun Racks. Hanging Lamps. Furniture Sets for Headquar- ters. Lounge, carpet. Lounge, rattan. Hammocks, complete. Bases for Gun Racks. Mattress Covers. Brooms, Floor. Brooms, Barn. Brooms, Lawn. Rakes, Wood. Rakes, Iron. Hoes. Spades. Shovels. Mallets, complete. Mauls, complete. Pitchforks Axes. Wheelbarrows. Baskets. Camp Signs, Lot. Telephone Equipment, set. Head Lights. Lanterns Force Pumps. Sand Pumps Camp Badges, Q. M. G. Camp Badges, Sutler's. Garbage Cans. Canvas Covers for Wagons. Ambulance Wagons Street Lamps. Watering Carts. Pickaxes. Buzzacott Cooking Outfits. Iron Kettles with Racks. Rea Fire Extinguishers.	Colonel's. Hospital. Wall.	Improved Common. Common (A) Chapel. Conical	Shelter, complete. Headquarter.	Colonel's. Headquarter Wall. Hospital.	Wall.	Common.	Headquarter. Colonel's Headquarter Wall. Hospital. Wall. Common.	Headquarter. Colonel's Hospital. Wall. Conical. Common.	Tent Bags. Tent Stoves.	Ridge Irons.	Stakes, large.	Stakes, small.	Pins, large.	Pins, small.	Iron Bedsteads, U. S. Woven Wire Beds. Slat Cot Beds. Mattresses, U. S. Mattresses. Pillows. Pillow Cases. Sheets. Bed Spreads Towels. Rugs. Druggets. Camp Desks. Tables, walnut. Tables, pine. Chairs, splint seat. Chairs, barrack, U. S. Chairs, assorted Washstands. Mirrors. Washbasins. Wash Bowls. Water Pitchers. Wood Pails. Candlesticks. Gun Racks. Hanging Lamps. Furniture Sets for Headquar- ters. Lounge, carpet. Lounge, rattan. Hammocks, complete. Bases for Gun Racks. Mattress Covers. Brooms, Floor. Brooms, Barn. Brooms, Lawn. Rakes, Wood. Rakes, Iron. Hoes. Spades. Shovels. Mallets, complete. Mauls, complete. Pitchforks Axes. Wheelbarrows. Baskets. Camp Signs, Lot. Telephone Equipment, set. Head Lights. Lanterns Force Pumps. Sand Pumps Camp Badges, Q. M. G. Camp Badges, Sutler's. Garbage Cans. Canvas Covers for Wagons. Ambulance Wagons Street Lamps. Watering Carts. Pickaxes. Buzzacott Cooking Outfits. Iron Kettles with Racks. Rea Fire Extinguishers.	Colonel's. Hospital. Wall.	Improved Common. Common (A) Chapel. Conical	Shelter, complete. Headquarter.	Colonel's. Headquarter Wall. Hospital.	Wall.	Common.	Headquarter. Colonel's Headquarter Wall. Hospital. Wall. Common.	Headquarter. Colonel's Hospital. Wall. Conical. Common.	Tent Bags. Tent Stoves.	Ridge Irons.	Stakes, large.	Stakes, small.	Pins, large.	Pins, small.	Iron Bedsteads, U. S. Woven Wire Beds. Slat Cot Beds. Mattresses, U. S. Mattresses. Pillows. Pillow Cases. Sheets. Bed Spreads Towels. Rugs. Druggets. Camp Desks. Tables, walnut. Tables, pine. Chairs, splint seat. Chairs, barrack, U. S. Chairs, assorted Washstands. Mirrors. Washbasins. Wash Bowls. Water Pitchers. Wood Pails. Candlesticks. Gun Racks. Hanging Lamps. Furniture Sets for Headquar- ters. Lounge, carpet. Lounge, rattan. Hammocks, complete. Bases for Gun Racks. Mattress Covers. Brooms, Floor. Brooms, Barn. Brooms, Lawn. Rakes, Wood. Rakes, Iron. Hoes. Spades. Shovels. Mallets, complete. Mauls, complete. Pitchforks Axes. Wheelbarrows. Baskets. Camp Signs, Lot. Telephone Equipment, set. Head Lights. Lanterns Force Pumps. Sand Pumps Camp Badges, Q. M. G. Camp Badges, Sutler's. Garbage Cans. Canvas Covers for Wagons. Ambulance Wagons Street Lamps. Watering Carts. Pickaxes. Buzzacott Cooking Outfits. Iron Kettles with Racks. Rea Fire Extinguishers.	Colonel's. Hospital. Wall.	Improved Common. Common (A) Chapel. Conical	Shelter, complete. Headquarter.	Colonel's. Headquarter Wall. Hospital.	Wall.	Common.	Headquarter. Colonel's Headquarter Wall. Hospital. Wall. Common.	Headquarter. Colonel's Hospital. Wall. Conical. Common.	Tent Bags. Tent Stoves.	Ridge Irons.	Stakes, large.	Stakes, small.	Pins, large.	Pins, small.	Iron Bedsteads, U. S. Woven Wire Beds. Slat Cot Beds. Mattresses, U. S. Mattresses. Pillows. Pillow Cases. Sheets. Bed Spreads Towels. Rugs. Druggets. Camp Desks. Tables, walnut. Tables, pine. Chairs, splint seat. Chairs, barrack, U. S. Chairs, assorted Washstands. Mirrors. Washbasins. Wash Bowls. Water Pitchers. Wood Pails. Candlesticks. Gun Racks. Hanging Lamps. Furniture Sets for Headquar- ters. Lounge, carpet. Lounge, rattan. Hammocks, complete. Bases for Gun Racks. Mattress Covers. Brooms, Floor. Brooms, Barn. Brooms, Lawn. Rakes, Wood. Rakes, Iron. Hoes. Spades. Shovels. Mallets, complete. Mauls, complete. Pitchforks Axes. Wheelbarrows. Baskets. Camp Signs, Lot. Telephone Equipment, set. Head Lights. Lanterns Force Pumps. Sand Pumps Camp Badges, Q. M. G. Camp Badges, Sutler's. Garbage Cans. Canvas Covers for Wagons. Ambulance Wagons Street Lamps. Watering Carts. Pickaxes. Buzzacott Cooking Outfits. Iron Kettles with Racks. Rea Fire Extinguishers.	Colonel's. Hospital. Wall.	Improved Common. Common (A) Chapel. Conical	Shelter, complete. Headquarter.	Colonel's. Headquarter Wall. Hospital.	Wall.	Common.	Headquarter. Colonel's Headquarter Wall. Hospital. Wall. Common.	Headquarter. Colonel's Hospital. Wall. Conical. Common.	Tent Bags. Tent Stoves.	Ridge Irons.	Stakes, large.	Stakes, small.	Pins, large.	Pins, small.	Iron Bedsteads, U. S. Woven Wire Beds. Slat Cot Beds. Mattresses, U. S. Mattresses. Pillows. Pillow Cases. Sheets. Bed Spreads Towels. Rugs. Druggets. Camp Desks. Tables, walnut. Tables, pine. Chairs, splint seat. Chairs, barrack, U. S. Chairs, assorted Washstands. Mirrors. Washbasins. Wash Bowls. Water Pitchers. Wood Pails. Candlesticks. Gun Racks. Hanging Lamps. Furniture Sets for Headquar- ters. Lounge, carpet. Lounge, rattan. Hammocks, complete. Bases for Gun Racks. Mattress Covers. Brooms, Floor. Brooms, Barn. Brooms, Lawn. Rakes, Wood. Rakes, Iron. Hoes. Spades. Shovels. Mallets, complete. Mauls, complete. Pitchforks Axes. Wheelbarrows. Baskets. Camp Signs, Lot. Telephone Equipment, set. Head Lights. Lanterns Force Pumps. Sand Pumps Camp Badges, Q. M. G. Camp Badges, Sutler's. Garbage Cans. Canvas Covers for Wagons. Ambulance Wagons Street Lamps. Watering Carts. Pickaxes. Buzzacott Cooking Outfits. Iron Kettles with Racks. Rea Fire Extinguishers.	Colonel's. Hospital. Wall.	Improved Common. Common (A) Chapel. Conical	Shelter, complete. Headquarter.	Colonel's. Headquarter Wall. Hospital.	Wall.	Common.	Headquarter. Colonel's Headquarter Wall. Hospital. Wall. Common.	Headquarter. Colonel's Hospital. Wall. Conical. Common.	Tent Bags. Tent Stoves.	Ridge Irons.	Stakes, large.	Stakes, small.	Pins, large.	Pins, small.	Iron Bedsteads, U. S. Woven Wire Beds. Slat Cot Beds. Mattresses, U. S. Mattresses. Pillows. Pillow Cases. Sheets. Bed Spreads Towels. Rugs. Druggets. Camp Desks. Tables, walnut. Tables, pine. Chairs, splint seat. Chairs, barrack, U. S. Chairs, assorted Washstands. Mirrors. Washbasins. Wash Bowls. Water Pitchers. Wood Pails. Candlesticks. Gun Racks. Hanging Lamps. Furniture Sets for Headquar- ters. Lounge, carpet. Lounge, rattan. Hammocks, complete. Bases for Gun Racks. Mattress Covers. Brooms, Floor. Brooms, Barn. Brooms, Lawn. Rakes, Wood. Rakes, Iron. Hoes. Spades. Shovels. Mallets, complete. Mauls, complete. Pitchforks Axes. Wheelbarrows. Baskets. Camp Signs, Lot. Telephone Equipment, set. Head Lights. Lanterns Force Pumps. Sand Pumps Camp Badges, Q. M. G. Camp Badges, Sutler's. Garbage Cans. Canvas Covers for Wagons. Ambulance Wagons Street Lamps. Watering Carts. Pickaxes. Buzzacott Cooking Outfits. Iron Kettles with Racks. Rea Fire Extinguishers.	Colonel's. Hospital. Wall.	Improved Common. Common (A) Chapel. Conical	Shelter, complete. Headquarter.	Colonel's. Headquarter Wall. Hospital.	Wall.	Common.	Headquarter. Colonel's Headquarter Wall. Hospital. Wall. Common.	Headquarter. Colonel's Hospital. Wall. Conical. Common.	Tent Bags. Tent Stoves.	Ridge Irons.	Stakes, large.	Stakes, small.	Pins, large.	Pins, small.	Iron Bedsteads, U. S. Woven Wire Beds. Slat Cot Beds. Mattresses, U. S. Mattresses. Pillows. Pillow Cases. Sheets. Bed Spreads Towels. Rugs. Druggets. Camp Desks. Tables, walnut. Tables, pine. Chairs, splint seat. Chairs, barrack, U. S. Chairs, assorted Washstands. Mirrors. Washbasins. Wash Bowls. Water Pitchers. Wood Pails. Candlesticks. Gun Racks. Hanging Lamps. Furniture Sets for Headquar- ters. Lounge, carpet. Lounge, rattan. Hammocks, complete. Bases for Gun Racks. Mattress Covers. Brooms, Floor. Brooms, Barn. Brooms, Lawn. Rakes, Wood. Rakes, Iron. Hoes. Spades. Shovels. Mallets, complete. Mauls, complete. Pitchforks Axes. Wheelbarrows. Baskets. Camp Signs, Lot. Telephone Equipment, set. Head Lights. Lanterns Force Pumps. Sand Pumps Camp Badges, Q. M. G. Camp Badges, Sutler's. Garbage Cans. Canvas Covers for Wagons. Ambulance Wagons Street Lamps. Watering Carts. Pickaxes. Buzzacott Cooking Outfits. Iron Kettles with Racks. Rea Fire Extinguishers.	Colonel's. Hospital. Wall.	Improved Common. Common (A) Chapel. Conical	Shelter, complete. Headquarter.	Colonel's. Headquarter Wall. Hospital.	Wall.	Common.	Headquarter. Colonel's Headquarter Wall. Hospital. Wall. Common.	Headquarter. Colonel's Hospital. Wall. Conical. Common.	Tent Bags. Tent Stoves.	Ridge Irons.	Stakes, large.	Stakes, small.	Pins, large.	Pins, small.	Iron Bedsteads, U. S. Woven Wire Beds. Slat Cot Beds. Mattresses, U. S. Mattresses. Pillows. Pillow Cases. Sheets. Bed Spreads Towels. Rugs. Druggets. Camp Desks. Tables, walnut. Tables, pine. Chairs, splint seat. Chairs, barrack, U. S. Chairs, assorted Washstands. Mirrors. Washbasins. Wash Bowls. Water Pitchers. Wood Pails. Candlesticks. Gun Racks. Hanging Lamps. Furniture Sets for Headquar- ters. Lounge, carpet. Lounge, rattan. Hammocks, complete. Bases for Gun Racks. Mattress Covers. Brooms, Floor. Brooms, Barn. Brooms, Lawn. Rakes, Wood. Rakes, Iron. Hoes. Spades. Shovels. Mallets, complete. Mauls, complete. Pitchforks Axes. Wheelbarrows. Baskets. Camp Signs, Lot. Telephone Equipment, set. Head Lights. Lanterns Force Pumps. Sand Pumps Camp Badges, Q. M. G. Camp Badges, Sutler's. Garbage Cans. Canvas Covers for Wagons. Ambulance Wagons Street Lamps. Watering Carts. Pickaxes. Buzzacott Cooking Outfits. Iron Kettles with Racks. Rea Fire Extinguishers.	Colonel's. Hospital. Wall.	Improved Common. Common (A) Chapel. Conical	Shelter, complete. Headquarter.	Colonel's. Headquarter Wall. Hospital.	Wall.	Common.	Headquarter. Colonel's Headquarter Wall. Hospital. Wall. Common.	Headquarter. Colonel's Hospital. Wall. Conical. Common.	Tent Bags. Tent Stoves.	Ridge Irons.	Stakes, large.	Stakes, small.	Pins, large.	Pins, small.	Iron Bedsteads, U. S. Woven Wire Beds. Slat Cot Beds. Mattresses, U. S. Mattresses. Pillows. Pillow Cases. Sheets. Bed Spreads Towels. Rugs. Druggets. Camp Desks. Tables, walnut. Tables, pine. Chairs, splint seat. Chairs, barrack, U. S. Chairs, assorted Washstands. Mirrors. Washbasins. Wash Bowls. Water Pitchers. Wood Pails. Candlesticks. Gun Racks. Hanging Lamps. Furniture Sets for Headquar- ters. Lounge, carpet. Lounge, rattan. Hammocks, complete. Bases for Gun Racks. Mattress Covers. Brooms, Floor. Brooms, Barn. Brooms, Lawn. Rakes, Wood. Rakes, Iron. Hoes. Spades. Shovels. Mallets, complete. Mauls, complete. Pitchforks Axes. Wheelbarrows. Baskets. Camp Signs, Lot. Telephone Equipment, set. Head Lights. Lanterns Force Pumps. Sand Pumps Camp Badges, Q. M. G. Camp Badges, Sutler's. Garbage Cans. Canvas Covers for Wagons. Ambulance Wagons Street Lamps. Watering Carts. Pickaxes. Buzzacott Cooking Outfits. Iron Kettles with Racks. Rea Fire Extinguishers.	Colonel's. Hospital. Wall.	Improved Common. Common (A) Chapel. Conical	Shelter, complete. Headquarter.	Colonel's. Headquarter Wall. Hospital.	Wall.	Common.	Headquarter. Colonel's Headquarter Wall. Hospital. Wall. Common.	Headquarter. Colonel's Hospital. Wall. Conical. Common.	Tent Bags. Tent Stoves.	Ridge Irons.	Stakes, large.	Stakes, small.	Pins, large.	Pins, small.	Iron Bedsteads, U. S. Woven Wire Beds. Slat Cot Beds. Mattresses, U. S. Mattresses. Pillows. Pillow Cases. Sheets. Bed Spreads Towels. Rugs. Druggets. Camp Desks. Tables, walnut. Tables, pine. Chairs, splint seat. Chairs, barrack, U. S. Chairs, assorted Washstands. Mirrors. Washbasins. Wash Bowls. Water Pitchers. Wood Pails. Candlesticks. Gun Racks. Hanging Lamps. Furniture Sets for Headquar- ters. Lounge, carpet. Lounge, rattan. Hammocks, complete. Bases for Gun Racks. Mattress Covers. Brooms, Floor. Brooms, Barn. Brooms, Lawn. Rakes, Wood. Rakes, Iron. Hoes. Spades. Shovels. Mallets, complete. Mauls, complete. Pitchforks Axes. Wheelbarrows. Baskets. Camp Signs, Lot. Telephone Equipment, set. Head Lights. Lanterns Force Pumps. Sand Pumps Camp Badges, Q. M. G. Camp Badges, Sutler's. Garbage Cans. Canvas Covers for Wagons. Ambulance Wagons Street Lamps. Watering Carts. Pickaxes. Buzzacott Cooking Outfits. Iron Kettles with Racks. Rea Fire Extinguishers.	Colonel's. Hospital. Wall.	Improved Common. Common (A) Chapel. Conical	Shelter, complete. Headquarter.	Colonel's. Headquarter Wall. Hospital.	Wall.	Common.	Headquarter. Colonel's Headquarter Wall. Hospital. Wall. Common.	Headquarter. Colonel's Hospital. Wall. Conical. Common.	Tent Bags. Tent Stoves.	Ridge Irons.	Stakes, large.	Stakes, small.	Pins, large.	Pins, small.	Iron Bedsteads, U. S. Woven Wire Beds. Slat Cot Beds. Mattresses, U. S. Mattresses. Pillows. Pillow Cases. Sheets. Bed Spreads Towels. Rugs. Druggets. Camp Desks. Tables, walnut. Tables, pine. Chairs, splint seat. Chairs, barrack, U. S. Chairs, assorted Washstands. Mirrors. Washbasins. Wash Bowls. Water Pitchers. Wood Pails. Candlesticks. Gun Racks. Hanging Lamps. Furniture Sets for Headquar- ters. Lounge, carpet. Lounge, rattan. Hammocks, complete. Bases for Gun Racks. Mattress Covers. Brooms, Floor. Brooms, Barn. Brooms, Lawn. Rakes, Wood. Rakes, Iron. Hoes. Spades. Shovels. Mallets, complete. Mauls, complete. Pitchforks Axes. Wheelbarrows. Baskets. Camp Signs, Lot. Telephone Equipment, set. Head Lights. Lanterns Force Pumps. Sand Pumps Camp Badges, Q. M. G. Camp Badges, Sutler's. Garbage Cans. Canvas Covers for Wagons. Ambulance Wagons Street Lamps. Watering Carts. Pickaxes. Buzzacott Cooking Outfits. Iron Kettles with Racks. Rea Fire Extinguishers.	Colonel's. Hospital. Wall.	Improved Common. Common (A) Chapel. Conical	Shelter, complete. Headquarter.	Colonel's. Headquarter Wall. Hospital.	Wall.	Common.	Headquarter. Colonel's Headquarter Wall. Hospital. Wall. Common.	Headquarter. Colonel's Hospital. Wall. Conical. Common.	Tent Bags. Tent Stoves.	Ridge Irons.	Stakes, large.	Stakes, small.	Pins, large.	Pins, small.

PROPERTY

CAMP AND GARRI

TENTS.										TENT FLIES.										TENT FLOORS.										TENT POLES, SETS.										TENT STAKES, PINS, ETC.									
TENTS.										TENT FLIES.										TENT FLOORS.										TENT POLES, SETS.										TENT STAKES, PINS, ETC.									
Headquarter.	Colonel's.	Headquarter Wall.	Hospital.	Wall.	Improved Common.	Common (A)	Chapel.	Conical.	Shelter, complete.	Headquarter.	Colonel's.	Headquarter Wall.	Hospital.	Wall.	Headquarter Wall (double).	Headquarter.	Colonel's.	Headquarter Wall.	Hospital.	Wall.	Common.	Headquarter.	Colonel's.	Headquarter Wall.	Hospital.	Wall.	Conical.	Common.	Tent Bags.	Tent Stoves.	Ridge Irons.	Stakes, large.	Stakes, small.	Pins, large.	Pins, small.	Iron Bedsteads, U. S.	Woven Wire Beds.	Slat Cot Beds.											
2	5	8	4	368	700	97	1	9	12	2	5	8	4	518	3	2	6	8	5	....	....	2	6	10	4	619	6	703	32	10	248	450	315	3,600	12,400	275	83	31									
..	..	..	..	2	..	..	..	..	..	..	..	..	..	5	..	..	..	..	..	..	..	..	..	..	..	3	..	..	..	..	..	..	..	..	..	..	..	..
..	..	..	..	100	..	..	..	..	..	..	..	..	..	100	..	..	..	..	..	..	..	..	..	..	..	50	..	..	..	..	..	..	..	250	900	..	..	..								
..											
1	1	..	2	..	700	..	..	..	..	2	1	..	2	..	..	..	..	..	..	249	750	..	..	..	..	..	..	150	..	..	..	150	..	3,500	7,500	..	..	..								
3	6	8	6	470	1,400	97	1	9	12	4	6	8	6	623	3	2	6	8	5	249	750	2	6	10	4	672	6	853	32	10	248	600	315	7,350	20,800	275	83	31											
..	..	..	..	8	..	..	..	..	12	..	..	..	..	9	..	..	..	..	..	..	..	..	..	..	..	7	..	..	..	..	..	..	..	..	175	..	..	..								
..	..	..	..	50	..	..	..	..	..	..	..	..	..	50	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	6	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
..											
..											
..											
..											
3	6	8	6	412	1,394	97	1	9	..	3	6	8	6	564	3	2	6	8	5	249	750	2	6	10	4	665	6	853	32	10	248	600	315	7,350	20,625	275	83	25											

Remaining on hand September 30, 1899.

RETURN.

QUARTERMASTER-GENERAL.

RISON EQUIPAGE.

[illegible]

TABLE 2.

PROPERTY RETURN.

GEORGE B. NEWTON, QUARTERMASTER-GENERAL.

CLOTHING.

JANUARY 4, 1899, TO SEPTEMBER 30, 1899.

[illegible]

* U. S. Government Stores, sold as per U. S. A. Regulations.

TABLE 3.

PROPERTY RETURN.

GEORGE B. NEWTON, QUARTERMASTER-GENERAL.
ORDNANCE AND ORDNANCE STORES.

[illegible]

ORDNANCE AND ORDNANCE STORES.—(Continued.)

MISCELLANEOUS EQUIPMENTS

* Government Stores.

TABLE 4.

PROPERTY

GEORGE B. NEWTON, QUARTERMASTER GENERAL.

ORDNANCE AND ORDNANCE

JANUARY 4, 1899, TO SEPTEMBER 30, 1899.

JANUARY 4, 1899, TO SEPTEMBER 30, 1899.	RIFLES.					REVOLVERS.	SWORDS.				DRUMS, ETC.				FLAGS.																										
	Springfield B. L. Rifles, cal. .45.	Rifles, assorted, samples.	Magazine Rifle, U. S., cal. .30.	Lee Magazine Rifles, cal. .45, complete.	Flint Lock Muskets.		Colt's Revolvers.	Artillery Sabres.	N. C. Staff Swords.	Field Officers' Sabres, U. S.	Navy Knives.	Cutlasses, complete.	Snare Drums.	Drum Heads.	Drum Slings.	Drum Sticks.	Drum Covers.	Drum Cords.	Drum Snare, sets.	Drum Ears.	Garrison.	Storm.	State.	Post.	Hospital.	Governor's.	National Colors.	State Colors.	Governor's Colors.	Camp Colors.	Guidon, Artillery.	Guidon, Ambulance.	Rebel Trophies.	Staffs.	Halyards, set.	Camp Burgee.	Cartridge Boxes.	Bayonet Scabbards.	Waist Belts.	Waist Belt Plates.	Artillery Sabre Belts.
Received from Brig.-Gen. Louis N. Van Keuren, late Q.-M.-G., - -	1,249	10	1	80	44	1,267	241	71	12	4	5	43	33	37	57	26	14	3	4	66	4	18	5	20	..	1	4	2	1	2	1	2	3	4	5	..	111	1,890	1,257	1,181	35
Received from Connecticut National Guard, - - - - -	83	80	12	4	1	1	1	2	..	2	1	1	82	168	105	...	
Received from United States Government, War Department, - -	250	250	1	1
Received from United States Government, War Dept., purchase, -	15	80	
Received from United States Government, Navy Department, - -	12	
Received from purchase, - - - - -	90	6	16	..	285	..	25	2	23	37	..	25	1	..	2	1	2	..	1	1	40	100	903	902	...	
Total to be accounted for, - - - - -	1,582	10	1	80	44	1,597	343	92	28	4	290	55	62	40	81	64	14	28	4	66	4	20	5	22	1	1	8	5	3	2	2	2	3	4	5	1	151	2,072	2,328	2,188	115
Issued to Connecticut National Guard, - - - - -	1492	80	..	1,477	221	87	21	2	230	16	52	10	48	56	8	10	..	6	..	7	..	4	3	3	1	132	1,578	1,931	1,846	89	
Issued to Governor's Guard, - - - - -	2	1	
Issued to United States Government, War Department, - - -	27	..	..	..	..	27	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	437	123	123	...	
Issued to Comptroller of State, - - - - -	1	
* Destroyed by order United States Government, War Department, -	3	..	9	
* Sold, S. O. No. 44, A. G. O., 1899, - - - - -	2	..	33	..	2	
Expended in Repairs, - - - - -	15	11	..	60	
Expended, Camp Lounsbury, - - - - -	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..
Total issued, expended and sold, - - - - -	1,519	..	..	80	..	1,504	221	87	21	..	230	16	54	27	81	56	10	21	..	66	..	1	13	..	..	4	..	..	..	1	..	..	..	1	132	2,015	2,054	1,969	89	
Remaining on hand, September 30, 1899, - - - - -	63	10	1	..	44	93	122	5	7	2	60	39	8	13	..	8	4	7	4	..	4	10	4	9	1	1	4	2	3	2	1	2	3	4	5	..	19	57	274	219	26

* Government Stores.

ANCE STORES. — (Continued.)

[illegible]

TABLE 5.

PROPERTY RETURN.

GEORGE B. NEWTON, QUARTERMASTER-GENERAL.
ORDNANCE AND ORDNANCE STORES. — (Concluded.)

JANUARY 4, 1899, TO SEPTEMBER 30, 1898.	AMMUNITION													TARGETS.		STATE DECORATIONS.																											
	12 pdr. Shell for Steel Gun.	12-pdr. Conical Shot, cal. 4.58. Case Shot for 3-in. Guns.	10-in. Shot for Rodman Guns.	Plaster Shells.	Friction Primers.	Rifle Powder, pounds.	Mortar Powder, pounds.	Cartridge Bags, empty.	Time Fuzes.	Wood Fuzes, filled.	Ball Cartridges for Rifles and Revolvers.	Blank Cartridges for Rifles Cal. .45.	Targets.			Target Patches.	SHARPSHOOTER.								MARKSMAN, FIRST-CLASS.				MARKSMAN.		STATE RIFLE MATCH PRIZES.	SERVICE MEDALS AND CLASPS.											
														XV Badges, Gold.	X Badges, Silver.		V Badges, Bronze.	Badges, Gilt.	XV Bars, Gold.	X Bars, Silver.	V Bars, Bronze.	Bars, Gilt.	X Badges, Silver.	V Badges, Bronze.	Badges, Gilt.	X Bars, Silver.	V Bars, Bronze.	Bars, Gilt.	XV Badge, Gold.	V Badges, Bronze.	Badges, Gilt.	V Bars, Bronze.	X Bars, Silver.	Bars, Gilt.	X Badges, Silver.	XV Bars, Gold.	Bronze Bust.	Individual Medals for Winning Team.	Medals for Faithful Service.	Gold Clasps (Eagles) for Medals.	Silver Clasps (Eagles) for Medals.		
Received from Brig.-Gen. Louis N. Van Keuren, late Q.-M.-G.,	-	14	100	50	25	50	1,032	200	435	19	200	79,017	25,000	373	9,000	2	1	5	2	1	6	4	7	3	1	1	2	1	1		
Received from Connecticut National Guard, - - - - -	-	1,000	1	9			
Received from purchase, - - - - -	-	350	23,000	20,000	100,000	2	7	22	10	8	22	28	58	2	13	66	7	20	119	1	12	140	12	2	123	5	1	14	2	2
Manufactured at Arsenal, - - - - -	-	100		
Total to be accounted for, - - - - -	-	14	100	50	25	150	1,032	350	200	435	19	200	103,017	45,000	373	109,000	2	9	22	11	8	27	28	60	3	13	66	13	24	126	1	12	143	12	2	123	5	1	1	1	17	3	12
Issued to Connecticut National Guard, - - - - -	-	750	350	350	62,350	27,000	210	50,800	2	7	22	10	8	22	28	52	2	13	66	7	20	119	1	12	140	12	2	123	5	1	14	3	7
Total issued, - - - - -	-	750	350	350	62,350	27,000	210	50,800	2	7	22	10	8	22	28	52	2	13	66	7	20	119	1	12	140	12	2	123	5	1	14	3	7
Remaining on hand September 30, 1899, - - - - -	-	14	100	50	25	150	282	200	85	19	200	40,667	18,000	163	58,200	2	1	5	8	1	6	4	7	3	1	1	3	5	

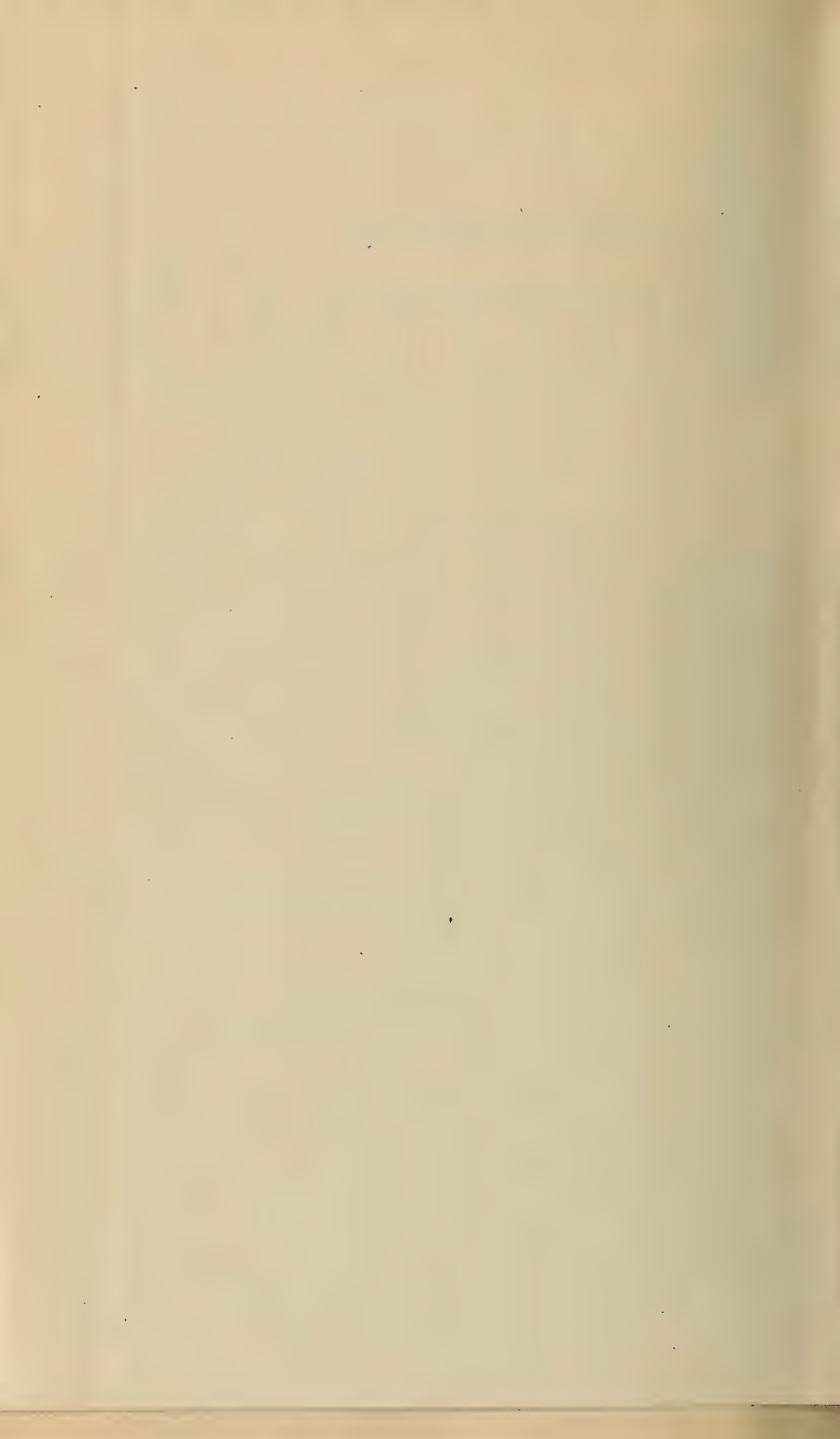
PROPERTY RETURN.

JANUARY 4, 1899, TO SEPTEMBER 30, 1899.

JANUARY 4, 1899, TO SEPTEMBER 30, 1899.[illegible]

GEORGE B. NEWTON,
Quartermaster-General.

[illegible]



GEORGE B. NEWTON,
Quartermaster-General.

BATTERY A.

MACHINE GUN BATTERY.

NAVAL MILITIA.

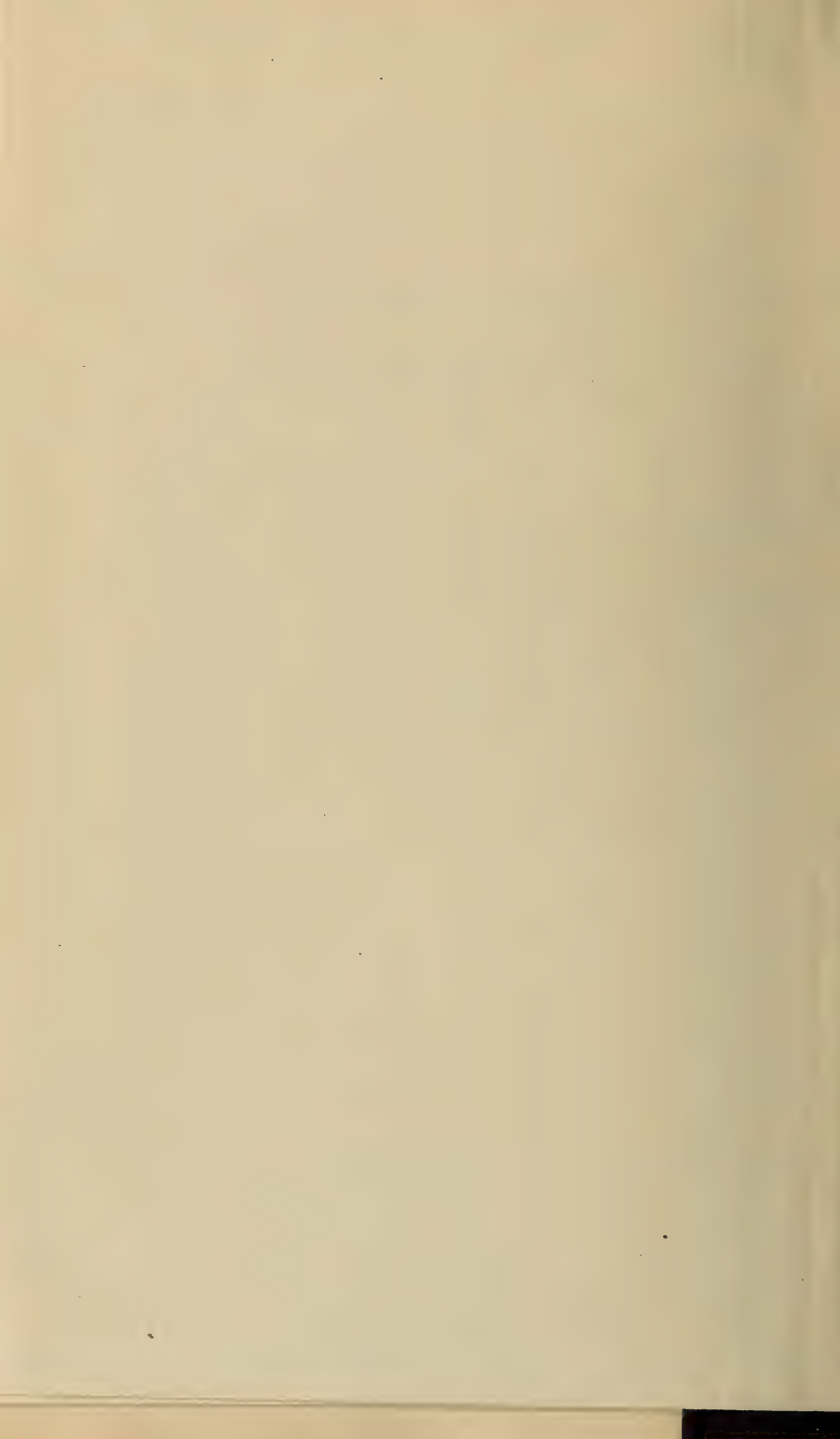


TABLE 10.

PROPERTY OF THE UNITED STATES GOVERNMENT ISSUED

QUARTERMASTER'S STORES.

830	Blankets, woolen.
842	Blouses, made, without Buttons.
1,197	Caps, Forage, new pattern, without Buttons.
154	Coats, Foot, made.
1,120	Leggins, pairs.
3	Overcoats.
1	Trouser Stripes, pairs, Sergeant.
303	Trouser Stripes, pairs, Corporal.
9	Drums.
5	Cases.
50	Drum Slings.
2	Colors, Camp.
2	Colors, National, Infantry, silk, complete.
3	Flags, Garrison.
12	Flags, Post.
24	Flags, Storm and Recruiting.
1	Flags, Hospital.
2	Ambulance Guidons.
275	Mattresses.
10	Stoves, Conical.
50	Stovepipe, joints.
657	Tents, common.
163	Tents, Common, Poles, ridge.
326	Tents, Common, Poles, upright.
9	Tents, Conical Wall.
9	Tents, Conical Wall Poles.
9	Tents, Conical Wall Tripods with Straps.
2	Tents, Hospital.
2	Tents, Hospital Flies.
2	Tents, Hospital Poles, ridge.
4	Tents, Hospital Poles, upright.
48	Tents, Shelter Halves.
48	Tents, Shelter Poles.
219	Tents, Wall.
369	Wall Tent Flies.
264	Wall Tent Poles, ridge.
528	Wall Tent Poles, upright.
3,104	Pins, large.
13,300	Pins, small.
240	Pins for Shelter Tents.
200	Fuses, wood, filled.
27	Trumpet Cords and Tassels.
275	Bedsteads, iron, with woven wire bottoms.
500	Chairs, barrack.
39	10-inch Projectiles.
200	Mortar Powder, pounds.
1,518	Springfield Rifles, cal. .45, complete.
23	Colt's Revolvers, cal. .38.
1	U. S. Magazine Rifle, cal. .30.
9	Field Officers' Sabres.
9	Chamois Cases for Field Officers' Sabres.
	Mossam Beak

ISSUED AND LOANED TO THE STATE OF CONNECTICUT.

ORDNANCE STORES.																							SEA COAST BATTERY AT NIAHTIC, ERECTED BY WAR DEPARTMENT.			NAVAL STORES.																																																																				
9	9	1	864	1,098	18	1,217	686	671	658	3	864	853½	50	50	50	50	52	113	48	1	1	2	430	4	170	30	30	1	1	1	1	1	52	52	52	52	20	95	460	355	185	1																																																				
Field Officers' Sabres. Chamois Cases for Field Officers' Sabres. Merriam Pack. Blanket Bags. Haversacks and Straps. Canteens and Straps. Gun Slings. Bayonet Scabbards, steel. Cartridge Belts. Plates for Cartridge Belts. Waist Belts and Plates for Musicians. Blanket Bag Shoulder Straps, pairs. Blanket Bag Coat Straps, pairs. Meat Cans. Knives. Forks. Spoons. Pistol Holsters. Books of Instruction, Springfield Rifle. Cases Gun Packing. Spare Parts for Springfield Rifles, lot. Components and Appendages for Springfield Rifles, lot.																							Rodman M. L. Guns, 10-inch, with barbette carriages, chassis, and platforms, complete.			Mortars, 10-inch, with beds and platforms, complete.			Implements for Battery, set.			1-pdr. R. F Hotchkiss Guns, complete.			Hammocks, complete.			U. S. Ensign No. 8.			Single Sticks.			Colt's Revolvers, D. A., cal. 38. Holsters for Revolvers.			U. S. S. Elfrida, boats and equipments			Standard Cutter, 30 ft.			New York's Whale Boat, 29 ft.			Chicago's Steam Whale Boat, No. 159.			Chicago's Barge.			Chicago's First Cutter.			Cutlasses.			Cutlass Scabbards.			Cutlass Belts.			Cutlass Throgs.			Cartridge Boxes.			Leggins, pairs.			Clothes Bags.			Canteens and Straps.			Haversacks and Straps.			Steam Cutter, 30 ft., No. 15.		

